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No. 19,455 第一萬九千四百五十五號 日六廿月八年申庚 HONGKONG, THURSDAY, OCTOBER 7TH, 1920. 四拜禮 號七月十年九國民華中 PRICE, $3 PER MONTH.

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TIME-TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m.	every	15	minutes
8.00 " " 9.30 "	"	10	"
9.30 " " 11.00 "	"	15	"
11.30 " " 12.30 p.m.	"	15	"
12.30 p.m. " 2.30 "	"	10	"
2.30 " " 5.00 "	"	15	"
5.00 " " 8.10 "	"	10	"

NIGHT CARS
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS
Extra Car—12 midnight.

SUNDAYS
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 "
11.30 " " 12.00 noon " 15 "
12.00 noon " 1.00 p.m. " 10 "
1.00 p.m. " 5.30 " " 15 "
5.30 " " 6.00 " " 10 "
6.00 " " 6.30 " " 15 "
6.30 " " 8.10 " " 10 "

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As on Week Days.

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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 3 A Local. a.m.	No. 5 Through Express a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 23 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	dep.		7.30		8.35		3.30			
SHEK LUNG	arr.		8.40		11.07		4.48			
	dep.		8.45		11.17		4.50			
Shum Chun	arr.		10.25		2.09		6.40			
	dep.	7.27	10.30	8.10	4.20	11.45	6.43	2.00	4.04	5.17
Sheungshui	dep.	7.33	—	8.18	4.27	11.51	—	2.06	4.10	5.21
Fanling	dep.	7.37	—	8.21	4.32	11.55	—	2.10	4.14	5.31
Taipo Market	dep.	7.46	—	8.28	4.44	12.05	—	2.21	4.24	5.37
Taipo	dep.	7.52	—	8.37	5.00	12.09	—	2.27	4.28	5.43
Shatin	dep.	8.04	—	8.50	5.14	12.22	—	2.40	4.41	6.03
Tsaimati	dep.	8.17	—	9.04	5.30	12.35	—	2.53	4.53	7.06
Hunghom	dep.	8.25	—	9.10	5.38	12.41	—	2.58	4.59	7.09
KOWLOON	arr.	8.35	11.10	9.13	5.39	12.44	7.25	3.01	5.02	

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local.	No. 16 Local p.m.	*No. 12A Through Express. p.m.	No. 22 Local p.m.	No. 24 Local. p.m.
Last Ferry leave	H.K.	6.25	7.55	8.05	10.13	11.45 a.m.	1.06	1.55	4.38	6.08
KOWLOON	dep.	6.35	8.10	8.20	10.23	12.02 p.m.	1.18	2.15	4.53	6.23
Hunghom	dep.	6.50	—	8.35	10.37	12.04	1.22	—	4.56	6.34
Tsaimati	dep.	6.57	—	8.42	10.43	12.09	1.28	—	5.03	6.42
Shatin	dep.	7.08	—	8.53	10.56	12.22	1.40	—	5.15	6.57
Taipo	dep.	7.22	—	10.00	11.09	12.35	1.53	—	5.27	7.01
Taipo Market	dep.	7.26	—	10.07	11.13	12.39	1.57	—	5.31	7.05
Fanling	dep.	7.37	—	10.18	11.23	12.47	2.07	—	5.41	7.15
Sheungshui	dep.	7.41	—	10.22	11.27	12.50	2.11	—	5.45	7.19
Shum Chun	arr.	7.46	8.40	10.32	11.32	12.54	2.16	2.57	5.50	7.24
	dep.	—	8.55	10.50	—	—	—	3.02	—	—
SHEKLUNG	arr.	—	10.55	1.15	—	—	—	—	—	—
	dep.	—	10.40	1.15	—	—	—	—	—	—
CANTON (Tai Sha Tau)	arr.	—	11.50	2.10	—	—	—	5.43	—	—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling dep.	8.50	12.00	2.20	6.00	Shataukok dep.	7.05	10.20	1.05	5.00
Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

H. P. WINSLOW, Manager.

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Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	28 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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FLOATING DOCKS

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	16,000 tons
Max. Length of Ship taken	460 feet	580 feet	670 feet
Max. Breadth of Ship taken	56 "	68 "	98 "
Max. Draft of Ship taken	22 "	26 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes

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TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

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Length on Keel	393 feet 0 inch.
Breadth at Entrance on bottom	55 " 0 "
Depth of Water on Blocks at Spring Tide	25 " 0 "

Floating Crane capable of lifting 30 tons weight.

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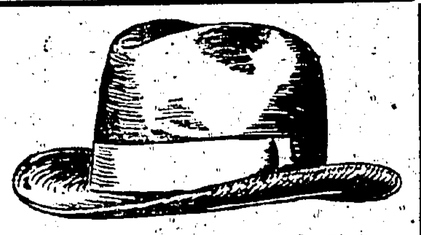

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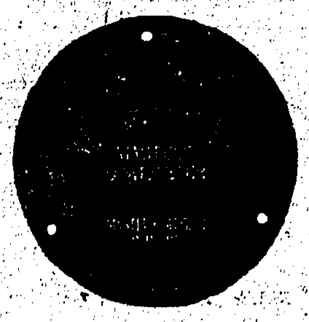

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THE INDO-CHINA STEAM NAVIGATION CO., LTD.

PRESENT POSITION AND FUTURE PROSPECTS.

DEMANDS BY THE OFFICERS' GUILDS.

IMPORTANT STATEMENT BY THE CHAIRMAN.

The thirty-ninth annual general meeting of the Indo-China Steam Navigation Co., Ltd., was held at noon yesterday at the offices of the General Agents, Messrs. Jardine, Matheson & Co., Ltd. The Hon. Mr. John Johnstone presided, and there were also present Sir Robert Ho Tung, Mr. G. W. Barton, Mr. A. O. Lang (Directors), Mr. D. V. Stevenson (Solicitor of the Company), the Hon. Mr. A. R. Lowe, the Hon. Mr. Ho Fook, Messrs. G. C. Moxon, P. C. Potts, J. Bell-Irving, R. H. B. Hancock, R. J. Patterson, R. E. MacDougall, D. McMurray, S. E. Grimstone, W. C. Cornaby, N. H. L. Railton, W. Rumjahn, A. M. da Silva, P. M. N. da Silva, Ho U Shang, Li Yun Kup, Ho Ki, S. E. da Luz, Ho Leung, S. E. dos Remedios, Yuen Han King, Lo Man Hin, Ho Shai Kit, Ho Tang Ying and E. F. Arcott (Secretary).

Mr. E. F. Arcott (Secretary) having read the notice convening the meeting and the auditors' report,

The Chairman said:—Gentlemen,—The report and statement of accounts have been in your hands for some days, and with your permission, I will, as customary, take them as read. The principal feature of the year under review, affecting us it did all British Shipping Companies, was the termination of the National Control Scheme. In the case of this Company the Government announced that our vessels would be released during the months of February and March, 1919. Many of the Company's steamers were at that time running on Government account in distant waters and, after their return to the China Coast, extensive overhauls were necessary before they were in a fit condition to resume regular employment in these waters. The period of re-conditioning occupied a considerable time, and it was not until well into the Autumn that normal conditions were reverted to and the various services re-organised.

Speaking generally, the freight situation on the China Coast during 1919 was satisfactory, especially in the North where there was a good demand for space. Southern business, however, was adversely affected by the restricted exports of rice from Indo-China ports and Siam, and the outlook was not improved when, towards the end of the year, news was received that the Siamese rice crop was an entire failure resulting in the total prohibition of rice shipments during the year 1920.

You will thus appreciate that with tonnage gradually becoming more plentiful a decline in Southern chartering rates took place, and I regret to say freights in several directions have already reached a pre-war level. On the regular lines, however, satisfactory support was offering, although rates were naturally not maintained at the abnormal levels ruling during the year 1918.

As mentioned by my predecessor at last year's meeting, your Directors considered it in the interests of the Company to take advantage of the high prices ruling for old tonnage by disposing of two of the Company's steamers, the *Suisang* and *Hangsang*, which, owing to their age and general condition, had become unsuitable for the requirements of our business. They were sold on very satisfactory terms, the proceeds being dealt with in the accounts now presented.

It is with much regret that your Directors have to record the loss of the s.s. *Fausang*, which steamer stranded on Hainan Head Reef on May 26th last, subsequently becoming a total loss. She was a well-known and popular vessel usually employed in the Southern miscellaneous chartering trades and her loss is one which, while fortunately attended by no loss of life, is greatly deplored, especially at a time when the cost of replacement is at so high a level.

FIVE NEW STEAMERS TO BE BUILT.

Since our last annual meeting your Directors have given constant and serious attention to the question of acquiring additional steamers for the fleet. Prices of labour and material have advanced so enormously, however, that our energies in this direction have had to be confined to immediate requirements only, and further tonnage is necessary to enable us to maintain our position on the Coast. Contracts have been entered into with well-known builders at Home for a new and up-to-date vessel for our Calcutta trade, also two additional steamers for the Coast, whilst a new Lower Yangtsze River steamer is building locally and arrangements have been made for the construction of a river steamer for the Ichang-Chunking line, to assist in the development of the Upper Yangtsze trade, which your Directors regard as one of great promise for the future. All these steamers, it is hoped, will be completed and ready for service next year.

It will doubtless be of interest to you to know that in order to meet the growing needs of shippers from the Yangtsze, and from the North generally, for more adequate storage accommodation at Canton, and to avoid increasing delay in the discharge of the Company's vessels at the latter port, your General Managers, as a firm, were successful in acquiring a very suitable property formerly owned by the Hamburg-Amerika line at Canton, situated in a very convenient position and consisting of a steel wharf and two large godowns of 5,000 tons capacity each. This property has been leased to the Company from January 1st last and has already resulted in a great saving of demurrage. The advantages offered to shippers and consignees alike were immediately availed of and are highly appreciated, so much so that the property has already been developed by the addition of extra godowns, bringing the storage capacity up to 27,000 tons, whilst ample room is still left for further extensions if justified at a later period.

THE ACCOUNTS.

Turning to the report and statement of accounts you will observe that the amount standing to the credit of our underwriting account has been considerably increased. The usual premia have been credited in connection with the lines taken by the Company against total loss and/or constructive total loss, etc., and the sum of £108,612 has also been added, plus £40,000 from revenue account. The reasons for these extra additions are that with the present high cost of repairs, the loss of a steamer or series of accidents to our vessels would amount to so large a figure that the balance at credit of underwriting account would probably be wiped out altogether.

As you are aware this Company follows the procedure adopted by the majority of shipping companies and insures its own vessels under Particular Average. Your Directors consider it advisable, therefore, to credit underwriting account with an adequate premium based on a re-valuation of the fleet by independent surveyors and on advice given by competent Insurance Authorities to cover possible claims arising under Particular Average. These claims have in the past been debited to underwriting account but no corresponding premia has been credited thereto and advantage of a good year has been taken to put this account on a footing which will better enable it to meet future calls. I trust our action in this connection will meet with your approval.

In view of the need of acquiring new tonnage and the present high cost thereof, to which I have already referred, your Directors have decided, with your approval, to augment our Building Reserve Fund by the addition of a further £100,000 bringing the amount now standing to the credit of this account to £323,130 17s. 6d. As called for under our Trust Deed, £18,650 first mortgage debentures were redeemed during the period under review. Further, in view of the high rate of exchange ruling during the early part of 1920, and the favourable position in which the Company was placed thereby, your directors also decided to avail of clause 9 of the trust deed and give the required six months notice calling for the entire redemption of all outstanding debentures amounting to £114,850. It seemed to them obviously against the Company's interests to continue to borrow money at 5 per cent. when surplus funds were available, and you will no doubt fully approve of the action taken in this matter.

FLOATING STAFF PENSION FUND.

You will observe that a new Fund has been established called the "Floating Staff Pension Fund." In this connection I would explain that since the year 1917 as the result of arbitration following a strike on the part of the floating staffs of the China Navigation Co. and Indo-China Co. in 1916, the payment of pensions was inaugurated, it being understood that when a favourable opportunity arose, the Companies would take the necessary steps to secure the payment of such pensions. Owing to abnormal conditions brought about by the War, your directors decided to wait until such time as our steamers were released from Government Control, and the various services re-organised before doing anything in this connection. We are now to able gauge our position with greater accuracy and in due course I shall bring forward a resolution to set aside a sum of £100,000 out of this year's earnings to provide the necessary nucleus of this fund. Your directors are of opinion that this sum will be sufficient to meet the payments of such pensions as fall due under this head for some time to come, but it is probable that a certain amount will have to be allocated to this account annually. Enquiries are now being made of actuaries as to what this amount will have to be based on the ages and number of men employed, so that the Company may be in a better position to decide what yearly provision should be made. The establishment of this fund is, your directors consider, a highly desirable step to take, and one which will doubtless be viewed with satisfaction by our employees afloat.

Shareholders will doubtless again observe with satisfaction the further increased amounts shown in the balance sheet against "Investments" which now total £2,121,365 18s. 2d. The sum of £379,710 17s. 4d. has been added to this account during the year under review and you will, I am sure, approve of the steps taken by your directors to avail of the high rates of exchange ruling by converting our silver revenue, as it became available, and investing as much of our surplus money as possible, in good sterling securities.

Applications from various marine charities have again been received and during 1919 the Company contributed amounts commensurate with the needs of each call. Such payments, I feel sure, will have your approval.

The fact that an agitation for increased pay is being supported by the two Coast Guilds does not preclude your directors from once again placing on record their appreciation of the services rendered by the floating staff and shareholders will no doubt wish to be associated with these remarks. Difficulties in connection with demands put forward by the guilds are unfortunately causing us considerable concern (to these I will refer in a minute or two) but past services well rendered can and should be gratefully acknowledged.

FUTURE PROSPECTS.

This concludes what I may call the ordinary routine business of the meeting, gentlemen, and I now arrive at the most difficult feature to be dealt with in the chairman's annual remarks, to wit, future prospects. The very sound financial position the Company finds itself in to-day is a matter for congratulation, in that it enables us to face the future with a certain degree of confidence in the knowledge that we have reserves to fall back upon. I would be failing in my duty however, were I not to call your attention to the reverse side of the picture. Casual reference to the accounts might lead one to think that we were in an unassailable position. This, in my opinion, is far from being the case and it will only be necessary for me to say that the present cost of one new Calcutta steamer is almost as much as the original paid up capital of the Company to point this remark. The life of our fleet, as the result of hard usage during the war, has been considerably shortened and in spite of thorough overhaul some of the older vessels will shortly have to be sold. Competition is already very keen—is continually increasing—and is being encountered from sources which have hitherto never operated tonnage on the China coast. Rates, as I have said before, are, in more directions than one, already reduced to pre-war levels whereas running expenses—especially the cost of stores and repairs—have advanced enormously, the price of coal continues at a very high level and permanent increases have had to be granted to both our European and Native Staffs to meet the higher cost of living. The average person scarcely perhaps realises the cost of operating tonnage nowadays, and whilst we are in a better position to hold our own with competitors, it is only right to point out that the increased cost of building (which must be undertaken if we desire to retain our position as a British Company on the China Coasts) coupled with the added cost of standing charges and the certainty—to judge from present conditions—of lean years, if not in 1920 then in the near future, renders the position extremely difficult and indicates that reserves will shortly be required to keep us going.

Finally, gentlemen, I must express regret that it has not been possible to present the accounts earlier this year. Certain matters in connection with the requisition of our vessels by the Government, are still outstanding and the accounts connected therewith are, therefore, not closed to a final point. We are, however, already well advanced with the 1920 accounts and there is every prospect of holding our next annual meeting before the close of the half year. I now have pleasure, gentlemen, in proposing the following resolution:—

"That the report and statement of accounts as presented, including the transfer of £100,000 to floating staff pension fund, £100,000 to building reserve, £40,000 to underwriting account, also the payment of a final dividend of three shillings (3s.) on the preferred and £2 10s. 0d. on the deferred shares be adopted, and that the sum of £8,099 2s. 3d. be carried forward to next year's account. The dividend on shares on the Hongkong Register will be paid at exchange 4/4."

As soon as this resolution has been seconded, I shall be pleased to reply to the best of my ability to any questions which the shareholders desire to ask.

Mr. W. Rumjahn: Mr. Chairman and gentlemen, I have listened with considerable pleasure to the unusually interesting speech made by the Chairman and on behalf of the large number of shareholders I congratulate the Directors, General Managers and the Staff upon the efficient way in which they have conducted the affairs of the company during the past year. I have much pleasure in seconding the adoption of the report and statement of accounts.

The Chairman: Gentlemen, the resolution which you have just heard read has been proposed by myself and seconded by Mr. Rumjahn. It is now before the meeting for discussion.

After a pause, the Chairman said: No shareholders having any remarks to make, I will put the resolution to the meeting. Those in favour will please hold up their hands—Against? Carried unanimously.

The Chairman: The next business, gentlemen, is the confirmation of the appointment of Directors.

The Hon. Mr. Ho Fook: Mr. Chairman and gentlemen, I beg to propose the confirmation of the appointment of Mr. A. O. Lang as a Director of the Company from 1st April, 1920.

Mr. McMurray: I beg to second that.

The Chairman: The confirmation of the appointment of Mr. A. O. Lang as a Director of the Company from 1st April, 1920, has been proposed by the Hon. Mr. Ho Fook and seconded by Mr. McMurray. Those in favour please signify in the usual way. Against? Carried unanimously.

The Chairman: The next business, gentlemen, is the re-election of Directors.

Mr. G. C. Moxon: Sir, I beg to propose the re-election of Sir Robert Ho Tung as a Director of the Company.

Mr. R. H. B. Hancock: I beg to second that.

The Chairman: The re-election of Sir Robert Ho Tung as a Director of the Company has been proposed by Mr. Moxon and seconded by Mr. Hancock. Those in favour please signify in the usual way. Against? Carried unanimously.

The Chairman: The next business, gentlemen, is the re-election of auditors.

Mr. Ho Leung: Mr. Chairman and gentlemen, I beg to propose the re-election of Mr. A. R. Lowe and Mr. E. A. M. Williams as auditors for the year 1920 at a remuneration of $3,000.

Mr. P. C. Potts: I beg to second that.

The Chairman: It has been proposed by Mr. Ho Leung and seconded by Mr. Potts that Mr. A. R. Lowe and Mr. E. A. M. Williams be re-elected auditors at a remuneration of $3,000. Those in favour please signify in the usual way. Against? Carried unanimously.

The Chairman: That concludes the ordinary routine business of the meeting, gentlemen, except to state that, owing to delay on the telegraph line and our failure to get a reply from London the issue of dividend warrants is not at present possible. We hope to be in a position to issue them if not to-morrow, in the course of a day or two.

DIFFICULTIES WITH THE OFFICERS AND ENGINEERS' GUILDS.

The Chairman: There is one other matter of considerable importance to you as shareholders, which I wish to bring to your notice at this meeting and which I will endeavour to explain as briefly as possible.

Gentlemen, I take it that most shareholders present to-day are aware that the Company is again faced with the prospect of trouble in the ranks of our Floating Staff caused by demands put forward by the Guilds for a further increase of pay. The whole question is—in the opinion of the Board of Directors—not only of vital interest to our shareholders themselves, but also of considerable importance to the general public as it affects, and seriously so, the future of a local Company of much value to British trade in the East. At the risk of wearying you, therefore, I take this opportunity of making a statement of the position which I trust will be of interest not only to you, as shareholders, but also to the general public who in the event of a strike may desire to have the facts of the case before them.

In May, 1916, an Adjustment Board was formed in Shanghai to settle a dispute between the China Navigation Co. and ourselves, on the one part, and our respective floating staffs on the other, and as a result of that award—which expired on 31st December, 1919—certain increases of pay and other concessions were given to our employees. In 1917, in conformity with the decision arrived at the previous year, the payment of pensions was inaugurated. You will, I am sure, appreciate the advisability of establishing a fund to provide for such outlay, and as normal conditions following the close of the war, were resumed during the year under review, the present occasion was considered opportune by your Directors to ask your sanction to the passing of the resolution setting aside out of the earnings of the Company a sum of £100,000 for the purpose mentioned.

From the 1st January, 1919, the 20 per cent. War Bonus was consolidated in the pay of the Floating Staff.

In the early part of 1920—the Arbitrators Award having expired on the 31st December, 1919, the China Navigation and this Company set about considering what further concessions could be made to our respective staffs.

Bearing in mind the fact that any concessions so granted would in all probability remain a standing charge on the earnings of the Company, however badly it might be doing, and remembering the difficulty we had in paying any dividend at all in some pre-war years—no dividend on the deferred ordinary shares was possible in the years 1910-1911 and 1912 and only 5 per cent. in 1913 and 3 per cent. in 1914—you will perhaps realise that much consideration had to be given to ways and means. Eventually, however, we decided on certain concessions, which, while they were of material assistance to the staff—especially the married men with families in the East—could, we hoped, with ordinary luck, be paid annually without unduly crippling the Company. In the meantime we had received a demand from the Guilds for, amongst other things, an all-round increase of 50 per cent. in salaries. No figures were produced to show that this demand was a reasonable one, and certainly half the number of captains whom I myself interviewed in Hongkong did not know that this demand had been put forward by their own Guild. That was the position in June of this year. Now, gentlemen, we had by this time taken out figures which proved to us that not only were our men being extremely well paid at the time, but that as a Company we had, in the matter of salaries and concessions, just about reached the end of our tether. It is true that, were we assured of earnings continuing indefinitely on the basis of the last three years, which in our opinion is quite impossible, we could probably pay still higher wages and still give a satisfactory return to shareholders; but bearing in mind the fact that we hope to keep the flag flying in the lean years which are bound to follow, and being of opinion that, with the concessions we were about to grant, our staff had little or nothing to complain of, your Directors agree that, come what may, a halt must be called to the rising cost of fixed charges, otherwise there would be a really serious prospect of our being forced out of business altogether.

From information at my disposal it appeared to me that the Guilds' policy was being dictated, not with a view to harmonious working with the Companies, nor with the slightest regard to the future continuance of this Company, but with the sole object of immediate gain on the part of those who had little or nothing to lose, with no thought for the morrow or for British prestige in the East. It appeared to me advisable, therefore, to endeavour to explain to the men whom I could reach in Hongkong, the position which this Company was gradually being forced into by these continued demands, and I accordingly held a meeting in this room, at which were present 57 representatives (both deck and engine room) of 10 vessels in port. I explained that I did not call the meeting with a view to going behind their Guilds in any way, as I recognised that a Guild could be of considerable assistance to them —I will go further and say that, properly run, it could be of considerable assistance both to this Company as well as the men themselves)—but I thought it was evident—judging from the actions of the Guilds—that the Committee which was directing them were dictating a policy which must eventually drive us to the wall, and that I thought it advisable to point this out in a friendly manner to those who were just as interested in the future welfare of the Company as the shareholders themselves. Figures were supplied in support of my arguments which, now condensed, briefly show that the average wages per annum during the five pre-war years 1910-1914 inclusive, amounted to £66,503, representing 41.65 per cent. of the earnings of the steamers and 70.8 per cent. of the nett result to the Company. The following are the dividends paid by the Company on its deferred ordinary shares for the five years mentioned:—

1910	Nil.
1911	Nil.
1912	Nil.
1913	5%
1914	3%

You will, therefore, see that with wages averaging in pre-war years £66,503 per annum, and freights ruling on a very low level, the Company was able to pay but very poor returns to shareholders. The wages during the year 1919 amounted to as high as £248,788, added to which there were various additional concessions, such as pensions, home leave pay and passages, bringing the total up to £266,100 or 30 per cent. of the earnings of the steamers and 63.6 per cent. of the nett result to the Company. In other words the increase in the amount paid to and on account of the Floating Staff in 1919 over the average pre-war years mentioned, amounts to no less than £199,597 per annum. An advance statement of the concessions the two Companies were about to great to the Fleet was made (these concessions were eventually granted in August this year) and the meeting terminated. I hope, and have every reason to think, in the understanding on the men's part that I had stated the case fairly as well from their point of view as from yours.

I will now read to you the circular giving notice of the concessions granted to our men issued on 16th August, 1920, because I also intend to read the Guilds' replies thereto, as, in my opinion, they confirm our contention that no consideration other than that of immediate gain for themselves at present dictates their policy.

The following is the Company's circular:—

DEAR SIR,

FLOATING STAFF.

The following records certain concessions to the Captains, Officers and Engineers in the Company's service in the matter of Pay, Leave and Pensions, which you will please be good enough to note and convey to the Engineers and Officers serving under your command.

PAY.—Married members of the Staff having Wives and or Children (not exceeding the age of 17 years each) resident in the East will be granted an increase of ten per centum (10%) on their dollar pay. Effective from 1st January, 1920.

LEAVE.—Nine months' leave when granted will carry with it six months' full sterling pay. Effective from 1st January, 1920.

PASSAGE.—As per circular dated 4th February, 1920, free passages having been accorded to the wives of Captains, Chief Engineers, Chief Officers and Second Engineers, the principle of free passages has now been extended to all grades and to cover two children (not exceeding 17 years of age each).

PENSIONS.—The following scale now applies:

	Masters.	Chief Engineers.	Chief Officers. 2nd Engineers.
Retiring after	P. A.	P. A.	P. A.
30 years' Service	£250	£250	£100
29 " "	232	232	95
28 " "	216	216	90
27 " "	204	204	85
26 " "	194	194	80
25 " "	188	188	75

To those actually domiciled and resident in China after retirement Pensions will be paid at the following exchange:—Half the sterling amount at 1s. 9d. to the dollar, and the other half at current rates but not exceeding 2s. to the dollar.

SAFE NAVIGATION BONUS will be granted to Captains in the Company's Service when in command, namely £10 per annum payable, when earned, quarterly at the rate of exchange of half at 1s. 9d. and half at current rates but not exceeding 2s., effective from 1st January, 1920.

CHIEF ENGINEERS.—The increase in pay granted on the 1st January, 1920, to Chief Engineers, as per circular issued on the 4th February, 1920, is made retrospective as from 1st January, 1919.

Chief Engineers who entered their sixth year of service in 1919 are entitled to pay at £45 10s. 0d. per month, and those who entered their eleventh year of service in 1919 are entitled to £49 per month from date of beginning their respective years of service.

Chief Engineers having arrears thus accruing will be paid the amount due to them on application.

STAFF ON TRANSFER OR WAITING APPOINTMENTS.—Suitable hotel or other accommodation will be provided in accordance with the rank of the person concerned, or, failing this, the Company will at their option grant the following allowance:—

To Masters and Chief Engineers $6 per day.
To Lower Grades ..... $5 "

Yours faithfully,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Indo-China Steam Navigation Co., Ltd.
Hongkong, 16th August, 1920.

I will now read the Guilds' replies:—

THE MARINE ENGINEERS' GUILD OF CHINA.

SHANGHAI, August 19th, 1920.

Messrs. Jardine, Matheson & Co., Ltd.,
Agents, Indo-China Steam Nav. Co., Ltd.,
Shanghai.

DEAR SIRS,—With reference to your circular letter of the 16th inst., it has been decided by the members of my Guild to accept the concessions made, but with the following modifications:

PAY.—20 per cent. increase for all grades.

HOME LEAVE.—Full pay for 9 months in sterling instead of six.

STAFF ON TRANSFER OR WAITING APPOINTMENTS.—An allowance of $8 for all grades.

COMPLEMENT OF ENGINEERS.—A fourth engineer to be carried on all ships.

I have been instructed to inform you that the above terms are the minimum which can be accepted; and if you feel you cannot accede to them, I am to request that you will kindly call the Adjustment Board into operation under the provisions of Clause 1 of the agreement of the 12th May, 1916.

As this question has been pending now for so long, and has become acute, I shall be obliged if you will let me have reply at your very earliest.—Yours faithfully,

(Sig[illegible]SON,

Shanghai, 19th A[illegible]

THE CHINA COAST [illegible]ERS' GUILD.

Messrs. Jardine, Matheson & Co., Ltd.,
General Managers,
Indo-China S.N. Co., Ltd.,

DEAR SIRS,—I am instructed to inform you that the Management Committee of this Guild has gone carefully into the terms of the circular issued by you on August 16th and has submitted same to the consideration of the members, and I am to inform you that the Management Committee and members view with grave concern the very meagre concessions therein specified.

I am to state that, in addition to these concessions, an increase of thirty per cent. in the salaries of all grades is the minimum which the members concerned can accept.

Trusting you will give this matter your prompt attention.—I remain, dear sirs, yours faithfully,

(Signed) L. D'OLIVEYRA,
Secretary.

Shanghai, August 25th, 1920.

I think you will agree with me, gentlemen, that the tone of the letters in question leaves a good deal to be desired in a dispute of this nature, and further evidence is forthcoming of unwarranted interference between employer and employee in a letter addressed to the General Managers by the Engineers' Guild, taking exception to my action in discussing in a private meeting with our own men their future, as well as that of the Company. The following is the letter in question:—

THE MARINE ENGINEERS' GUILD OF CHINA.

The Manager,
Indo-China S.N. Co., Shanghai.

DEAR SIR.—With reference to the meeting which was held at the Office of Messrs. Jardine, Matheson & Co., Hongkong, to which the Floating Staff of the Indo-China Steam Navigation Co. was invited, I am instructed to point out to you that this method of procedure in dealing with any matter submitted by the Guild was distinctly contrary to Clause 1 of the agreement 12th May, 1916. (Recognition of the Guild).

The fact that all the more important concessions offered affected only the older members of the Guild, while the question of a general increase was ignored, taken in conjunction with the privacy of the meeting referred to, at which a threat of liquidation of the Company or change of flag was made, is considered by the members as a deliberate attack on the solidarity of the Guild, inasmuch as it is an incentive to the older and senior men to vote against any resolution which has for its object the pressing for a general increase, rather than jeopardise their standing in the Company, and the consequent realisation of their partially earned pensions.—Yours faithfully,

(Signed) J. WATSON.

Shanghai, 11th August, 1920.

Now, gentlemen, my decision to make these remarks to-day has not been taken lightly. Exceptional circumstances warrant exceptional treatment, however, and your Directors are of opinion that both shareholders and the general public should know the position and the probable consequences thereof. I do not wish to appear unduly pessimistic, but at the same time I wish you to fully realise that with the information at their disposal—some of which I have given you to-day—your Directors are of opinion that we have reached the end of our tether and can give no more without seriously threatening the future solvency of the Company. As mentioned above, wages alone have advanced from £66,000 to £248,000 during war years, the increase being due to advances in pay and the higher rate of exchange at which the accounts have been converted, so that with the additional concessions since granted, our men cannot say that they have not received their fair share in the increased prosperity of the Company during the last few years. If wages and concessions automatically diminished as earnings decreased, we could regard the future with more equanimity; unfortunately, they don't and *equally* unfortunately, the cost of maintenance has risen enormously, which makes the position even more difficult from a ship-owners' point of view. No one can argue that a married man serving as master for a period of 11 years who can earn approximately $83,000 during that time, and who also qualifies for pension and receives Home leave pay and passages, is not sufficiently well paid; nor can it be held that a Junior Second Officer, Junior Chief Officer or Junior Master with mess found and who can allow himself out of his pay $100 per month for necessaries and luxuries is badly treated, when at 4/- to the dollar he can remit to England £27, £35 12s. 0d., and £71 per month respectively, sums very much in excess of the actual wages paid at Home. We engage the men, we pay them, we appoint them to their ships and if they prove themselves worthy of confidence, we offer them employment at a wage and with other concessions which compare most favourably with those enjoyed by men serving in any other lines the world over.

As stated above, we are prepared to work with the Guilds, but the Company's future must be kept in mind and safeguarded in every way. The action of the Guilds in circularizing our men asking if they are prepared to support action to the "uttermost" is as destructive to amicable working as it is unwarranted. Further, we do not propose to be dictated to by the Guilds as to whom we employ, where he is employed, or that he must be a member of the Guilds before he is employed; nor do we intend to dismiss from our service, as the Guilds would have us do, any member of our Floating Staff, who does not happen to be a member of any particular Guild. We are ready to meet the Guilds on all matters concerning the welfare of the men, within reasonable limits, but reserve to ourselves the right to know when those limits have been reached. Finally, so long as any member or members of the Floating Staff of the Indo-China Co. care to call at the office of the Company to see me, or any of my successors, to discuss their own or the Company's welfare, I refuse to surrender the right to see them, for in this manner alone can one ensure the personal sympathy which makes for good feeling between the company and its employees.—(Loud Applause).

The CHAIRMAN: If any gentleman has any remarks to make on this subject we shall be glad to hear them.

COMMENTS BY SHAREHOLDERS.

Mr. R. H. B. HANCOCK: Mr. Chairman, I gather from the remarks which you have just made that having regard to the present requirements of the Company and future tonnage and very high capital expenditure, together with the increased cost of running expenses, it is the opinion of your Directors that they are unable to meet the demands made by the floating staff, which would increase the fixed charges of the Company in the lean years which we have before us. As a shareholder, I trust sincerely that your apprehensions with regard to lean years may be falsified; on the other hand, I think I am bound to admit that all indications at the present time point to reduced earnings and increased expenditure, and I fully realise that the Directors are unwilling in the present case to increase the fixed charges of the Company when they may not be able to meet them with any degree of ease in the future, especially as I gather from your remarks as to the nature of the demands made that they are not altogether entirely justified. I appreciate very much, and I think we all do, the necessity that has prompted you to put the position before the shareholders to-day, and I am quite sure that my fellow shareholders will be agreeable to leave the matter in your hands, with the Directors, to deal with it in a manner—in any way that you see fit for the future welfare of the Indo-China Steam Navigation Company.—(Applause.)

The Hon. Mr. A. R. LOWE: I should like to make a few remarks on these demands by the Guilds for further pay for the floating staff. It seems to me that the Directors have put the position very fully and frankly before us, and, from what Mr. Johnstone says, the men are not only paid a living wage but there is a good margin for saving. I think we shareholders, therefore, ought to support the Directors' policy. It seems to me that the Directors are anxious about the future prospects of the Company, especially in view of expected new competition on top of the recent shortage of freight. In addition to this, they have to face heavy capital expenditure at high prices which may not be maintained at its cost value. That means abnormal depreciation. They have further to face, it seems, heavier running expenditure, especially repairs—in fact, heavier costs in all directions—except in directors' and auditors' fees. Increased wages must add very considerably to these burdens. I think, therefore, all shareholders and the floating staff must realise that under these circumstance owners naturally want to go slow. I take it that the loyal servants of the Company, anxious for its welfare, with which their own is largely bound up, will realise it, and in this case put it to their Guilds that it is not a time for such demands as they have made. I am not against Guilds as Guilds; I happen to be a member of one myself; but I think that we shareholders can very safely leave the position in the hands of the Directors.

The CHAIRMAN: Gentlemen, if no one else has any remark to make the meeting terminates. I should like to thank both Mr. Hancock and Mr. Lowe for their appreciation of the remarks I have just addressed to you. As I said, they are rather out of the way, but the Directors consider that the position must be put fully before the shareholders and the general public so that they should know exactly where we stand in the event of trouble arising, which trouble we do not anticipate. I thank you, gentlemen.

The meeting then terminated.

BAYONETS AND AMMUNITION

FOUND ON A STEAM LAUNCH.

Six Chinese were charged before Mr. G. N. Orme at the Magistracy, yesterday, with the unlawful possession, on board a steam launch in the harbour, of 550 rounds of revolver ammunition, and seven bayonets.

Mr. C. F. Mason appeared for the first four defendants, and Mr. Leo d'Almada for the other two.

Mr. d'Almada informed the Magistrate that he understood that the first defendant was pleading "guilty" and undertaking all the responsibility in the matter, and that, in the circumstances, the case would not be proceeded with against the other defendants.

Mr. Mason said that he was prepared to enter a plea of "guilty" on behalf of the first defendant.

Inspector Gordon, prosecuting, objected to Mr. d'Almada's suggestion, saying that no arrangements had been made between himself and Mr. d'Almada whereby the case would be withdrawn against the other defendants if the first man pleaded "guilty."

Mr. d'Almada: I am sorry, but that was what I understood from Mr. Mason.

Mr. Mason: No, no.

Mr. d'Almada: In any case, I am prepared to go on.

Inspector Gordon said that the last two defendants were seen by a Lance-Sergeant of the Water Police coming ashore in a dingy. He suspected them, and, stopping their dingy, questioned them. He was informed that they had come to Hongkong on a Kwangtung military launch. The Sergeant boarded the launch, and in the course of a search, found the ammunition and the bayonets. The first defendant admitted to the Sergeant that he was the charterer of the launch, and he undertook all responsibility with regard to the contraband found on board. He said the contraband was the property of soldiers stationed at Bogra Tigris Fort. As the result of enquiries made since the defendants' arrest, he was now of opinion that the ammunition was not meant for smuggling into the Colony. At the same time, he was unable to ascertain where the things were destined for.

Mr. Mason said that the first defendant was a high officer in the Kwangtung army, and Nos. 3, 4 and 5 were his men. The other two were salt merchants whom the first defendant and his men were escorting through the firing line from Bogra Tigris to Hongkong. Owing to the unsettled state of the country round about Canton, the men had to be armed as a precaution against possible attack. The launch was to have returned to Canton immediately after landing the salt merchants here. There was no intention whatever of smuggling the ammunition and bayonets into the Colony. The launch, he understood, was a Government vessel.

The Magistrate: Kwangtung or Kwangsi? There are such a lot of Governments in China at present.

Mr. Mason: I really cannot say. But the first defendant is a Kwangtung army officer. In fact, since his arrest, he has been back to China, and I understand he came down to-day in a Government launch to answer the charge against him. Counsel submitted that the case was a small one, and could easily be disposed of by a caution.

Remarking that the first defendant was guilty of the offence of possession of arms and ammunition without a permit, the Magistrate fined him $100. In view of the fact that the first defendant had undertaken all responsibility in the matter, the other defendants were discharged.

The arms and ammunition were confiscated.

SHIP'S PASSENGER RUNS AMOK.

LUNATIC CAUSES A SENSATION.

CHIEF OFFICER SHOOTS HIM BY ACCIDENT.

A sensation was caused on board the *Bupara*, while on the voyage to Hongkong from Banker's Island, when a Chinese steerage passenger suddenly became insane and ran amok.

From the report received by the Police it appears that the man armed himself with a scraper and an iron bar and wounded another steerage passenger on the head. The ship's watchman intervened, and he, too, was struck on the head with the iron bar. The cook and second officer, who attempted to disarm the man, were also struck. The chief officer of the vessel then fired his revolver with the intention of frightening the man who immediately ran in the direction of the second saloon. When the pursuers reached the man they found him lying in a huddled heap on the floor with a bullet wound on his right breast. The ship's doctor attended to the injuries of all and when the ship reached Hongkong, yesterday, the lunatic was removed to hospital.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS FOR CADET COMPANY BY LIEUT. A. J. M. WEYMAN.

PARADES.

The Company will parade at Headquarters on Tuesday, the 12th inst., at 5.30 p.m.

Dress: Drill order (caps).

BAND.

The band will parade at Headquarters on Monday, the 11th inst., at 5.30 p.m.

Dress: Drill order (with instruments).

CLASS OF INSTRUCTION.

N.C.Os. will attend a Class of Instruction at Headquarters on Thursday, the 14th inst., 5.30 p.m.

STRENGTH.

Cadets C. J. Hammes, and J. A. Pearne, having joined the Company are posted to Sections 1 and 2.

G. F. E. RAPSON, Bt.-Major,
Adjutant, H.V.D.C.

Hongkong, October 6th, 1920.

LANE, CRAWFORD
AND COMPANY.
ESTD. 1850. ESTD. 1850.

JUST RECEIVED

READY TO WEAR
GOLF JACKETS & GOLF SUITS
MADE OF THE FINEST HOME SPUN TWEEDS IN VARIOUS PATTERNS AND ALL SIZES.

READY TO WEAR
GREY FLANNEL LOUNGE SUITS
& GREY FLANNEL TROUSERS
STYLISHLY CUT AND BEST FINISH
ALSO
McAFEE'S GOLF SHOES
AS WORN BY THE CHAMPION GEORGE DUNCAN.
INSPECTION INVITED.

HIGH GRADE MOTOR OILS
Manufactured by
PRICES' COMPANY LIMITED.

HUILE de LUXE: is specially adapted for use on Motor Cycles during warm weather.

MOTORINE: The best all-round oil for Water-cooled Engines. It has a rich character and good body.

HEAVY GAS ENGINE OIL: A compound oil of moderate body for Water-cooled engines of medium size and speed.

Suitable for
MOTOR CARS, MOTOR CYCLES, MOTOR BOATS.
LANE, CRAWFORD & CO.

JUST RECEIVED
BROADWOOD
PIANOS
Specially made for this climate.
The Anderson Music Co., Ltd.
117

Wm Powell Ltd.
TELEPHONE 346
TRAVELLING REQUISITES
OF EVERY DESCRIPTION
ATTACHE CASES, COMPRESSED FIBRE SQUARE BAGS, TRUNKS,
BONNET BOXES, CABIN TRUNKS,
VISITING CASES, DRESS CASES,
SUIT CASES,
ALL WOOL RUGS, ETC., ETC.
Gentlemen's Complete Outfitters.
138

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, October 11th, 1920.

Hongkong, October 6th, 1920. [1590

G. R.

IMPORTS AND EXPORTS OFFICE.

PUBLIC HOLIDAY.

THIS Office will be OPEN for all purposes from 9 A.M. to 12 Noon on MONDAY, October 11th, 1920.

Licensed Warehouses will be entirely closed on that day.

C. W. BECKWITH,
Superintendent,
Imports and Exports.

Hongkong, October 6th, 1920. [1591

CRAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING of Members will be held at the Club, on FRIDAY, October 8th, 1920, at 5.30 P.M., for the purpose of passing the Report and Accounts and electing office bearers for the ensuing season.

R. BASA,
Hon. Secretary.

Hongkong, October 6th, 1920. [1592

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, October 9th, commencing at 8.30 P.M.

The Charge for Admission will be $1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, October 6th, 1920. [1593

LADIES RECREATION CLUB.

THE AMERICAN MIXED DOUBLES SEALED HANDICAP TOURNAMENT which could not be played on SATURDAY, Oct. 2nd, 1920, on account of rain has been POSTPONED till SATURDAY, Nov. 13TH. Additional entries will be accepted by the Hon. Secretary or the No. 1 Boy at the Club House up to SATURDAY, Nov. 6th.

DOROTHY DIGBY,
Hon. Secretary.

Hongkong, October 6th, 1920. [1594

CONSELHO DE ADMINISTRAÇÃO DAS OBRAS DOS PORTOS DE MACAU.

NOTICE.

IT IS HEREBY NOTIFIED that on the 12TH OCTOBER, at 3 P.M., in the Harbour Works Department Macao, a VERBAL TENDER will be called-up for discharging dredging products transported by lighters for reclamation ground purpose, by Chinese process, draining the water on the place to reclaim and elevate the sampans with the material to it.

The total cubic meters to transport will be about three hundred thousand and the daily average work should be approximately one thousand five hundred.

The programme of the tender and the respective specifications are patent in the Harbour Department, Macao, any day, Sundays excepted, during Office hours.

HUGO F. DE LACERDA,
The Secretary.

Macao, September 30th, 1920. 1595

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"JASON"

FROM NEW YORK via SUEZ.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 13th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Oct. 26th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 6th 1920. [1597

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct. 14th will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, October 6th, 1920. [1598

NEW ADVERTISEMENTS

WANTED.

WANTED in a Solicitor's Office a STENOGRAPHER.

Apply to—
HASTINGS & HASTINGS,
No. 8, Des Voeux Road Central.

[1596

ROYAL HONGKONG GOLF CLUB.

BANK HOLIDAY, MONDAY, October 11TH. There will be a MIXED FOURSOMES COMPETITION in the afternoon on the Old Course, Fanling. Medal Play, half combined handicaps, post entries. Players to arrange own match. Entrance fee $1 each pair. Start at 1.32 P.M.

L. S. GREENHILL,
Hon. Secretary.

Hongkong, October 5th, 1920. [1587

HONGKONG ST. ANDREW'S SOCIETY

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL on THURSDAY, the 14TH OCTOBER, 1920, at 5.30 P.M., for the purpose of receiving the Annual Report and Accounts for the year ending 31st August, 1920, electing office bearers for the ensuing year etc.

R. J. PATERSON,
Hon. Secretary.

Hongkong, September 30th, 1920. 1559

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 16TH OCTOBER, at 12 o'clock Noon, within the Offices of the HONGKONG JOCKEY CLUB, Chater Road, Hongkong.

By Order,
R. J. PATERSON,
Clerk of the Course.

Hongkong, October 2nd, 1920. [1570

UNIVERSITY OF HONGKONG.

"MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS."

NOTICE IS HEREBY GIVEN that the above EXAMINATIONS will commence on MONDAY, DECEMBER 13TH, 1920.

Forms of entry and all particulars can be obtained on application to the "Registrar, The University, Hongkong."

Each entry form, duly filled in, must reach the Registrar together with with the fee (Ten dollars, Hongkong Currency) on or before October 16th, 1920.

Copies of past Examination papers, including those set in July 1920, can be obtained from the General Office of the University, Price 50 Cents per copy.

N. TEESDALE MACKINTOSH,
Registrar.

Hongkong, October 4th, 1920. [1578

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scripts for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen:—

Script No	Numbers	Holder's Name.
7017	50	29301/29350 C. P Chater
7590	50	37084/37133 M. S. Sassoon
8538	100	42869/42968 Li Chok Yuen
5910	29	1251/75, 1825/58 S. Fenwick
5911	29	59089/117 H. H. Fenwick
7754	9	64751/765 S. Fenwick
8411	5	71841/845 M. Mitchell
6605	15	44570/584 Mrs. E. C. Champ ra wne
7789	4	66739/66742 P. F. H Hodge & A. F. Harris
7775	9	64766/774 H. H. Fenwick

H.K. & WHAMPOA CO. 100 SHARES:

Script No.			
7427	Lo Koon Hang,	9003/27,	
5601/25	37583/7,	32367/81,	26995/27019,
40713, 717.			

(Signed) FRED ELLIS,
c/o FRED ELLIS & Co.

Hongkong, September 25th, 1920. 1538

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
On MONDAY,
the 18th October, 1920, at 10.30 A.M., within the Camber, at Naval Depot, Kowloon,

H.M.S. "SANDPIPER,"

Length between perpendiculars ...100 ft.
Breadth, extreme ... ... 20 ft.
Depth in hold { Flat Keel to upper side of Upper Deck planking amidships } 5 ft. 9 in.
Tonnage according to { Nett / Gross } Not measured
British Rules
Nominal Displacement ... ... 85 tons
At mean draft of ... ... 0 ft.
Present mean draft ... ... 2 ft. 0½ in.
Built { Where ...Hongkong / When ...1898 / By whom...In Sections by Yarrow & Co.
Materials of Construction:—
Wood ... ...Deck Sheathing, Fittings in Cabins, Messes, &c.
Iron ... ...Deck Fittings, &c.
Steel ... ...Hull, Bulkhead, Fittings, &c.
Decks, names of:—
Main, Hold and Battery Decks.
Armour:—Nil.

As she now lies.

A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The ship may not be boarded from a private boat.

HUGHES & HUGH,
By Appointment Auctioneers to the Admiralty.

Hongkong, September 14th, 1920. 1485

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of $1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P., Q., AD., AP., AW.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE Undersigned RESUMES CHARGE from this date.

By Order of the Board,
U. MONTAGUE EDE.
General Manager.

Hongkong, October 5th, 1920. 1582

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE.

THE Undersigned RESUMES CHARGE from this date.

By Order of the Board,
C. MONTAGUE EDE,
General Manger.

Hongkong, October 5th, 1920. 1583

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Undersigned RESUMES CHARGE from this date.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, October 5th, 1920. 1584

TIENTSIN GAS AND ELECTRIC LIGHT COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the DIVIDEND WARRANTS a List of which is appended hereto having been LOST, in the event of no other claims being lodged with the undersigned on or before the 19th day of OCTOBER, 1920, the same will be declared null and void and New Warrants will be issued in the name of the COMMERCIAL BANK OF CHINA.

DATE OF WARRANT	No. OF WARRANT	AMOUNT
20th April, 1912.	16	Tls. 14
31st July, 1913.	16	8
22nd July, 1914.	12	8

Dated the 28th day of September, 1920.

WILLIAM FORBES & Co.,
Secretaries,
TIENTSIN GAS & ELECTRIC LIGHT Co., LTD.

[1577

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, FREDERICK GEORGE TROBRIDGE as Managing Director of THE CHINA MINING & METAL Co., LTD., of 16, Queen's Road Central, in the Colony of Hongkong, hereby give notice that in consequence of the inconvenience at present existing I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the steam launch "DAIRY" of Hongkong official number 128,698, of gross tonnage 17.24, registered tonnage 11.72 heretofore owned by the DAIRY FARM COMPANY, LTD., Wyndham Street, Hongkong, and the STEAM LAUNDRY CO., LTD., Dundas Street, Mongkok, Hongkong, for permission to change her name to "STIBNITE" and to have her registered in the new name at the port of Hongkong as owned by THE CHINA MINING & METAL CO., LTD., of 16 Queen's Road Central, Hongkong.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this 30th day of September, 1920.

FREDRICK GEORGE TROBRIDGE.

Hongkong, September 30th, 1920. 1560

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fcs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and

ANY FOREIGN CURRENCY.

These accounts and deposits may be converted

AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—

HONGKONG BRANCH,
Queen's Building. 5, Chater Rd

[1488

THE CHINA SPECIE BANK, LTD.
HEAD OFFICE:

ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors,
MR. WONG SHIU HAM.

CHIEF MANAGER..... MR. L. S. HOLUM.
ASST. MANAGER..... MR. K. T. WONG.

Foreign exchange and general banking business transacted. Current, Savings, and Fixed Deposits bear interests at rates of 2% 4% and 5% respectively.

L. S. HOLUM.
Chief Manager.

Hongkong, 2nd October, 1920. [1571

INTIMATION

Watson's

PURE

CARBOLIC

SOAPS

Recommended by the Medical Profession.

SUPPLIED IN THREE STRENGTHS:

5% FOR TOILET USE
Price: $1.20 per box of 3 tablets.

10% FOR THE BATH
Price: $1.75 per box of 3 tablets.

20% MEDICAL BATH SOAP
Price: 75 cts. per tablet.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16

[11

BIRTHS.

RICHARDSON.—At Shanghai, September 30th, to Mr. and Mrs. GEORGE OLIVER RICHARDSON, a son.

SIMMONS.—At Shanghai, October 1st, to Mr. and Mrs. J. F. A. SIMMONS a daughter.

HONGKONG OFFICE: 10A, DES VOEUX RD., C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, OCTOBER 7TH 1920.

THE INDO-CHINA MEETING.

THE Chairman of the Indo-China Steam Navigation Co., Ltd. had much information of an interesting and important nature to impart to the shareholders at the thirty-ninth annual meeting of the Company held yesterday, and, long as is the report of the proceedings, we have no doubt that it will be generally read with very deep interest. It must be particularly gratifying to the shareholders who remember the very lean years experienced by the Company before the war to know that the Company finds itself to-day in "a very sound financial position." For this result the shareholders certainly owe a great deal to the wisdom and foresight of the General Managers and Directors of the Company who, by building up their reserves in the period of exceptional prosperity, have placed the Company in a position "to face the future with a certain degree of confidence in the knowledge that there are reserves to fall back upon." The CHAIRMAN'S outline of future prospects could not be rosy in the known circumstances of the shipping situation of the East. Competition is becoming keener than it has been during the past few years, and is being encountered, as Mr. JOHNSTONE remarked, from sources which have hitherto never operated tonnage on the China Coast; freights are consequently falling; but running expenses, which have risen enormously, remain at the same high level. Indeed the fact that quite one half of the report of the proceeding of yesterday's meeting of the Company related to demands for increased remmneration by the floating staff affords very substantial evidence that the tendency in regard to running costs is still upward rather than downward. In Mr. JOHNSTONE'S own words, while rates are, in more directions than one, already reduced to pre-war levels, running expenses—especially the cost of stores and repairs—have advanced enormously, the price of coal continues at a very high level, and permanent increases have had to be granted to both the European and native staffs of the Company to meet the higher cost of living. The average person, he said, scarcely perhaps realises the cost of operating tonnage nowadays, though we might add that the Chairmen of Shipping Companies everywhere are frequently calling public attention to it by very forceful illustrations. Mr. JOHNSTONE himself mentioned the very striking fact that the present cost of one new steamer for the Company's Calcutta service is almost as much as the original paid up capital of the Company. No section of the public can be better acquainted with these conditions in the shipping world than the men who go down to the sea in ships, and the general public who know something of these tendencies cannot but be astonished to read of the pressure which the Officers' and Engineers' Guilds on the China Coast are endeavouring to bring to bear on the local British Shipping Companies. It does not appear from the very full statement which Mr. JOHNSTONE gave to the meeting on the subject that the floating staff of the Company can have a very substantial grievance. The wages paid by the Company in pre-war years amounted to £68,593 per annum; the wages paid in 1919 amounted to as much as £248,788. To this had to be added the cost of various additional concessions, such as pensions, home leave pay and passages—bringing the total up to £266,100. Further concessions have been made this year, but they still fall short of the demands made by the Guilds. Both the Officers' and the Engineers' Guilds are insisting on an increase of 30 per cent. in the salaries of all grades as the minimum which can be accepted. We do not know what case the Guilds may have for this demand. Figures, it is often said, may be quoted to prove anything. It will be remarked as curious that though the total wages bill has quadrupled since the war the percentage of the earnings of the company which wages represents is shown to be more than 10 per cent. less to-day than it was before the war. There is no information in the statement as to the present-day strength of the staff as compared with the strength before the war, nor as to what extent the comparison made in the wages bills is affected by Exchange. It is possible that the Guilds are viewing with envious eyes the large amounts which the Directors have been placing to reserve; but what the officers and engineers have to bear in mind is, it seems to us, that these reserves represent for them solid security for the permanence of the higher wages and the other concessions made to the staff which represent such an important addition to the Company's wages bill. But, as we have said, we do not know the grounds on which the Guilds are making their demand for a further increase of at least 30 per cent. in wages. Mr. JOHNSTONE told the shareholders that the Directors are of the opinion that they have reached the end of their tether in his respect and can give no more without seriously threatening the future solvency of the Company. It is a grave declaration and the public will be interested to learn what reply the Guilds have to make to it before British trade and British prestige in the Far East is made to suffer the blow which threatens. Meanwhile the public will naturally be predisposed to sympathise with the Company when they read the statement of what has already been done in the last few years to improve the conditions of service, and when they are told that the Directors are ready to meet the Guilds on all matters relating to the welfare of the men, within reasonable limits, but reserve to themselves the right to know when those limits have been reached.

The typhoon over North China Sea was reported by the Manila Observatory yesterday to be filling up.

A considerable number of cases of plague have been discovered at Wakayama, a place 38 miles from Osaka.

Among those who left the Colony by the *Colombia*, yesterday, were Mr. E. J. Grist, Mr. J. Oram Sheppard, and Mr. J. H. Underwood.

One case of diphtheria; one case of enteric fever and one case (one death) of cerebro-spinal fever were reported in the Colony on Tuesday.

Brevet Colonel C. G. Pritchard, C.M.G., D.S.O., R.A., who was a Major in Command of No. 88th Co. R.G.A. in the early days of the War has been appointed substantive Colonel.

Japan is establishing Legations in Greece and Poland, and Consulates at Saigon, Havana, Milan, Rotterdam, Odessa, Colombo, New Orleans, Denver and Chita and in Brazil, Manchuria, New Zealand and New Caledonia, owing to increasing Japanese interests in those places, especially in Brazil and Cuba.

It is announced from Peking that the Government intends to follow Russian law as far as possible in dealing with Russian criminal cases, but to employ Chinese law for civil litigation. Reuter's Correspondent says the Government does not intend to abrogate the treaty giving Russians extra-territoriality.

We are informed, says the *N.-C. Daily News*, that the Consul-General for Spain has demanded the return of the "Wheel," the famous gambling resort on Paoshan Road (Shanghai), which was sealed by order of the Commissioner of Defence, two years ago. The Commissioner of Foreign Affairs has referred the matter to the Military Commissioner.

A young bluejacket from H.M.S. *Cairo* was seriously injured by a Japanese peddler in Main Street, Oura recently. It is reported that the sailor molested the peddler, striking him with his fist. The Japanese picked up a heavy piece of firewood and struck the sailor, who fell down. The peddler then surrendered himself to the police. The injured man was taken to a private hospital and afterwards to the Prefectural Hospital at Urakami; his injury is somewhat serious and an operation may be necessary. The peddler is being detained by the police, pending an inquiry.

Saigon is much excited over a robbery of $180,000 (Straits currency), which a Norwegian Mr. Schroder, sent from Singapore to his firm in Saigon by an employe of Franco-Indian blood, says the *Pinang Gazette*. The latter saw the money placed in a leather bag, and travelled with the bag by the *Kansuning* from Singapore to Saigon arriving on August 19th. Mr. Ochs, a friend of Mr. Schroder, who was acting for him, went to the ship and took the employe and the leather bag with the money home in his car. The employe went off on his own affairs, and Mr. Ochs proceeded to breakfast with two others, the bag being under their eyes all the time. After breakfast it was found that there was a cut along the side of the bag and that it did not contain any money.

It is remarked by a Northern paper that Chang Chin-yao's men seem to distinguish themselves wherever they go. A Hankow contemporary reports that the str. *Kiangying* brought up about 500 of them from down river who were in a bad way—they were dressed in rags and more like a crowd of beggars than soldiers. On board ship they were so hungry that they seized the bread, rice and all other kinds of food stuff from the kitchen they could lay hands on. On landing at Hankow at five o'clock they started to walk to the railway station to take train for their homes in the North. *En route* they passed a number of money changers stalls with cash, cashbills and dollars piled up in the usual trustful Chinese fashion, and cleaned out four of them. The soldiers had no arms, so the police on the beat, backed up by the shopkeepers, rushed to the rescue and tied up eight of the plunderers to telegraph poles. More police came who took the prisoners away, and a military guard who marched the rest of the party off to the station.

THE FORTHCOMING A.D.C. PRODUCTION.

A large number of ladies as well as leading members of the Chinese Community are actively engaged in the disposal of advance tickets for the forthcoming A.D.C. production which will be given on 28th and 30th inst. in aid of "The Famine Relief Fund."

Booking for holders of these advance tickets opens at Moutrie's on Wednesday, 20th inst., at 9 a.m., two days ahead of general booking which commences on Friday, 22nd inst.

A big demand is anticipated for these tickets owing to the very deserving nature of the charity and those who wish to avail themselves of this opportunity are advised to do so without delay.

A limited number of such tickets can now be procured at Moutrie's, or by applying direct to Mr. C. Blaker (Messrs. Gilman & Co.) who is supervising their distribution.

Here is a new war story. A Brigadier was making a tour of the trenches and inquired of a very dense sentry how the enemy were progressing. "Aw, Ah dons knaw, zur; if Ah looks over the parapet Ah'll get a bullet in my napper." "But, what's this for?" said the General, testily, pointing to an adjacent periscope. "Aw—that be what Sergeant uses for shaving," was the bright response.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE IRISH SITUATION.

MR. ASQUITH'S REMEDY.

LONDON, October 5th.

Mr. Asquith, in a letter to *The Times*, declares that the most deplorable chapter of the past nine months has accentuated the tragic urgency of the Irish situation in which the executive is impotent and aggressive and the want of policy has reached its climax in an unexampled campaign of reprisals for which the Government is responsible.

Mr. Asquith says that he cannot contemplate Viscount Grey's counsel of final abandonment of the trust which history imposed upon Great Britain. He declares that nothing but the bestowal upon Ireland of the status of an autonomous Dominion in the fullest and widest sense can now satisfy Irish aspirations, and points out in this connection that none of the Dominions claims the right to have a separate foreign policy; on the other hand all show an increasing and legitimate desire for fuller confidence and freer consultation in the whole domain of our external relations, particularly as regards the making and the revision of treaties.

The Dominion of Ireland should be on a level footing with the rest. He does not share any apprehensions in regard to the naval and military forces, claiming that no Irish Government will be so insane as to mortgage its scanty margin of resources for a fruitless enterprise such as the creation of an Irish navy, but Mr. Asquith favours granting Ireland the powers to create an adequate defensive military force. He says that the only alternative is seriously to undertake the task of reconquering Ireland and holding her by force—a task which can never be sanctioned by the conscience of the British people. He concludes: "I am not alarmed by the spectre of the Irish (*sic*) Public men do not, in the long run, fight for phrases, but for realities."

BUDGET OF OUTRAGES.

LONDON, October 4th.

A crop of fresh outrages in Ireland marked the week-end. One policeman was killed and several injured in Cork. Soldiers were fired on in Dublin, and a sergeant was wounded.

A rifle raid was made upon a Unionist farmer in Carickmacross, Co. Monaghan, when Sinn Feiners shot the farmer upon his opening the door. His condition is most critical.

A fierce bomb and rifle attack was made upon the French Park Barracks, Co. Roscommon, but was ultimately beaten off. Many of the raiders were wounded.

Belfast's death roll since July is 65.

FASTING LORD MAYOR.

nOW IS IT DONE?

LONDON, October 5th.

The *Daily Mail*, reflecting the changed attitude as regards Mr. MacSwiney, declares that the wondering public is asking how it is done. The Lord Mayor has fasted fifty-four days, yet his hand is steady enough for him to shave himself every morning. He reads his newspaper daily with interest. The journal says that the official reports to the Government state that there is no reason to think that death is near. He is in no immediate danger. A medical man points out that by now he should have lost nearly all fat, over one-fourth of his blood, a sixth portion of his lungs, one eighth of his bones, his body should have shrunken, and eyes become hollow, with his skin parched and shrivelled and limbs wasted.

EGYPTIAN TRIAL.

ONE OF THE MOST IMPORTANT IN HISTORY.

LONDON, October 5th.

One of the most important cases in the annals of Egyptian criminal trials ended at Cairo with the conclusion of the hearing of the case of which Abdel Rahman Bey Fahmy, ex-Provincial Governor and ex-servant of the ex-Khedive, and twenty-seven others, comprising students, lawyers and members of the Moslem University of Elazhar, were accused of conspiracy as members of a criminal association, called "The Vengeance Society," the objects of which were preaching sedition and the assassination of the Sultan of Egypt, his Ministers and other Egyptians of whom the society disapproved.

It was alleged that the society organised the recent attacks on British soldiers, also the bomb attacks on the Ministers. It is stated that it had correspondents almost throughout the world.

It is noteworthy that some of the accused exhorted the society to adopt Sinn Fein tactics.

The court is now considering its verdict.

TRADE WITH RUSSIA.

TERMS OF NEW AGREEMENT.

LONDON, October 5th.

The draft of the Anglo-Russian trade agreement has been published. It confirms the recent cabled forecast. It ignores the question of the vast liabilities of the Russian Government, municipalities and private borrowers, and proposes protection against attachment of Russian gold securities and commodities which Russia may export in the course of trading.

The *Times* denounces the agreement as a contract of repudiation of Russia's obligations, and declares that every member of the Stock Exchange, the Baltic and Lloyds knows that the repudiation of a contract means instant expulsion and disgrace. The journal states, however, that the Cabinet is reported to have postponed consideration of the agreement, because reports of the disintegration of the Soviet forces grow steadily more persistent. Furthermore, trade negotiations will not be resumed until the Government has received satisfactory assurances from the Soviet as regards the return of British prisoners and Bolshevik propaganda or hostile action in Asia.

SOVIET ALARM.

LONDON, October 4th.

Although sensational reports from Helsingfors as regards the situation in Russia have not yet been confirmed, Finnish frontier reports indicate that great anxiety prevails in Soviet circles. On both the Polish front and in the Crimea, the Red forces have been demoralised by hunger and are surrendering or deserting. M. Trotsky's efforts to recruit new forces in Siberia and the Eastern Provinces have failed, while the labouring classes in Moscow and Petrograd, if they have not actually declared a general strike, are threatening to declare one and are pillaging factories.

It must be remembered that authentic news from Russia is always scanty owing to terrorism and the strictest control of visitors ever devised.

POLAND'S WARS.

STRANGE WARSAW REPORT.

LONDON, October 4th.

There is no confirmation obtainable in London so far of the Warsaw report of the Polish-Lithuanian armistice having been concluded. On the contrary, according to the latest Lithuanian information severe fighting was going on on Saturday and heavy casualties were sustained on both sides. Neither had the Lithuanian Government accepted nor suggested the Polish demarcation line which it considers unjustifiable.

ARMISTICE SIGNED.

WARSAW, October 4th.

The Polish-Lithuanian armistice has been concluded, but the demarcation line is not yet known.

PEACE PROSPECTS WITH SOVIET.

LONDON, October 5th.

The *Times'* Riga correspondent says peace prospects are considered bright, although much depends on the development of the internal situations in Warsaw and Moscow. The Poles have delivered a considered reply to M. Joffe's terms. The Reds agreed to eliminate all reference to East Galicia in the treaty. It is declared that private meetings between M. Joffe and M. Dombski have led to an understanding on all the main points.

GENERAL WRANGEL'S CAMPAIGN.

SUCCESS OF HIS PARTNER.

LONDON, October 5th.

General Wrangel's operations in South Russia have again come into prominence where the situation is apparently developing most rapidly and a move to the line, Ekaterinoslav-Rostoff, appears imminent, simultaneously with the widespread reports, headed by General Makhno. Apparently, the famous guerilla leader, who had already advanced to Losovaja-Slaviansk-Kramaborskaja in the Donetz basin, has reached Krementchong on the Dnieper. The movement prepares the way for a big Wrangel advance as the capture of Losovaja and Slaviansk cuts the Bolshevik main communications from their big base in the Kharkoff to Rostoff area, while Ekaterinoslav is menaced from the rear.

General Wrangel announces that prisoners so far counted number 11,000 in the Volnovakha area and that he has reached a point nineteen miles west of Mariupol, taking 600 prisoners. Meanwhile M. Trotsky's latest trumpet call reveals the greatest anxiety as regards the southern front, and declares that it must be liquidated before winter.

TRADE DEPRESSION.

SERIOUS OUTLOOK IN GREAT BRITAIN.

LONDON, October 4th.

It appears that trade depression is setting in quicker than was anticipated. The Phœnix Steel Works at Sheffield have notified retrenchment to a thousand workers, owing to shortage of orders. Other manufacturers are stated to be taking similar action shortly. There are 3,000 workers, principally seamen, unemployed at Cardiff.

Considerable unemployment is reported from the Black Country. Hundreds of operatives were discharged on October 2nd.

MINERS' STRIKE THREAT.

BALLOT FORM ISSUED.

LONDON, October 4th.

The text has been issued of the miners' ballot form. The men are asked to vote either for or against the mine-owners' offer.

WALL STREET OUTRAGE.

MAN ARRESTED IN PITTSBURG.

PITTSBURGH, October 4th.

A man, named Zelenaka, from Brooklyn, has been arrested for having in his possession a quantity of dynamite, after a furious resistance. It is believed many arrests in New York and Brooklyn will follow. It is reported that Zelenaka left Brooklyn an hour after the recent Wall Street explosion, and remarked to his fellow passengers, "See what we did in Wall Street. Next time, it will be a bigger and more terrible explosion."

PRESIDENT WILSON'S APPEAL.

WORLD AWAITS AMERICA'S JUDGMENT.

WASHINGTON, October 4th.

President Wilson's first election campaign appeal direct to the people urges the electors to endorse the League of Nations, and declares that the whole world awaits the verdict of America in November. The assertion that Article X. of the Covenant will enable other nations to lead the United States into war is absolutely false. The Covenant in no way impairs the right of Congress to declare or not to declare war, according to its own independent judgment.

GERMANS RELEASED.

SENTENCED IN WAR TIME.

LEAVENWORTH (KENTUCKY), Oct. 5th.

Herr von Bopp and Dr. von Schack, formerly German Consul and Vice-Consul at San Francisco, respectively, were released on October 4th on parole, and it is believed will return to Germany. They were convicted in San Francisco in 1918, and sentenced to 5 years' imprisonment for violating American neutrality by endeavouring to foment a revolution in India for the purpose of embarassing Great Britain in war time.

EX-SERVICE MEN.

EARL HAIG'S APPEAL.

LONDON, October 4th.

Earl Haig, addressing a representative Glasgow meeting, appealed for support for ex-Service men by providing work for able-bodied men and money for the disabled. He referred to the formation of the Officers' Association, but added that it was his aim to see a great united Empire organisation. He is attending conferences at Leicester in November in that connection and will visit Cape Town in Spring.

TURKISH FINANCES.

ALLIES TAKE OVER CONTROL.

PARIS, October 4th.

A Havas message says:—

The French, British and Italian representatives in Constantinople of the Administration of the Ottoman Public Debt have taken over control of Turkish finances and customs whose total deficit is over £330,000,000.

CONSTANTINOPLE, October 4th.

British, French and Italian delegates on board the Administration of the Ottoman Public Debt assume control of Turkey's finances from to-morrow.

"BISMARCK" DESTROYED.

BY FIRE IN HAMBURG.

BERLIN, October 5th.

It is reported from Hamburg that a fire there has destroyed the 55,000-ton liner *Bismarck*, the biggest ship in the world, which was in course of construction for handing over to the Allies.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

VISCOUNT ISHII IN PARIS.

PARIS, October 4th.

A Havas message says:—

M. Millerand officially received Viscount Ishii who presented his credentials.

WEDDING IN HONGKONG.

WODEHOUSE—MACFARLANE.

The wedding of Mr. Philip Peveril John Wodehouse, C.I.E., Acting Captain Superintendent of Police, Hongkong, and Laura Gertrude Macfarlane, daughter of the late Rev. X. Peel Massey, and widow of the late Dr. Harold Macfarlane (formerly Government Bacteriologist in Hongkong) was solemnised in St. John's Cathedral yesterday afternoon, in the presence of a large gathering of friends. The bride was given away by H.E. the Governor (Sir Reginald Edward Stubbs, K.C.M.G.) and was attended by Mrs. F. C. Jenkin as Matron-of-Honour; while the bridegroom had as his best man his brother Mr. R. L. D. Wodehouse. The Rev. V. H. Copley Moyle, Chaplain of the Cathedral was the officiating clergyman and Mr. Denman Fuller presided at the organ, the service being fully choral. The hymns sung were: "Come Gracious Spirit, Heavenly Dove" and "O Holy Spirit, Lord of Grace."

After the signing of the Register the happy couple as they left the Church to the strains of the Wedding March passed under an archway of swords, formed by the members of the Police Force.

A reception followed at Government House at which the health of the newly married couple was toasted.

Mr. and Mrs. Wodehouse, who were the recipients of numerous presents, including several from the various departments of the Police Force and the Gaol, left for Repulse Bay Hotel for their honeymoon.

The following is a list of those invited to the wedding, many of whom were present:—

Among the invited guests were:—His Excellency Major-General Ventris, C.B., Commodore and Mrs. Bowden-Smith, Pay Lieut. Commander Stern, R.N., Mr. R. L. D. Wodehouse, Mr., Mrs. and Miss Baker, Commander C. W. Beckwith, R.N., Mr. D. Burlingham, Mr. L. H. V. Booth, His Honour Mr. Justice Gompertz and Mrs. Gompertz, Hon. Mr. A. G. M. Fletcher, C.B.E., Hon. Mr. E. R. Hallifax, O.B.E., Hon. Mr. J. H. Kemp, C.B.E., Dr. F. T. C. Johnson, Dr. and Mrs. Jordan, Mr. and Mrs. King, Dr. W. B. M. Moore, Mr. and Mrs. Nisbet, Dr. and Mrs. Pearse, Mrs. Cowling, Mr. and Mrs. Sayer, Hon. Mr. D. Tratman, Mr. C. D. Melbourne, Hon. Mr. E. A. Irving, Mr. G. N. Orme, Mr. and Mrs. Winslow, Mr. and Mrs. Jenkin, Mr. A. E. Wood, His Honour Mr. Justice Wood, Major C. Willson, O.B.E., Mr. and Mrs. Bull, Hon. Mr. and Mrs. Chatham, Lieut.-Commander P. Kilgour, R.N., Major and Mrs. Bagnall, Major T. M. Wakefield, D.S.O., Major Downing, D.S.O., Mr. and Mrs. McElderry, Capt. H. E. Murray, Capt. McConnell, Capt. and Mrs. Gray, Mr. and Mrs. N. B. Watson, Mr. and Mrs. Richard Hancock, Mr. and Mrs. Bevington, Mr. G. M. Young, Mr., Mrs. and Miss Edkins, Mr. and Mrs. Lafrentz, Dr. and Mrs. Harston, Dr. Aubrey, Dr. Marriott, Dr. and Mrs. Black, Dr. and Mrs. Koch, Mr. A. H. Barlow, Mr. A. M. D. Wallace, M.C., Mr. J. H. Ramsay, Mr. H. A. Green, M.C., Mr. T. W. Doyle, Mr. and Mrs. Leith, Mr. N. S. Marshall, Hon. Mr. John Johnstone, Mr. and Mrs. Maitland, Hon. Mr. and Mrs. Parr, Mr. W. D. Kraft, Mr. J. Bentley, Mr. C. E. H. Beavis, Mr. E. J. Grist, Mr. and Mrs. Ede, Mrs. Macgregor, Mr. and Mrs. Moxon, Dr. and Mrs. Forsyth, Mr. and Mrs. W. C. D. Turner, Mr. V. M. Grayburn, Mr. G. S. Archbutt, Mr. J. Macdonald, Mr. P. A. Cox, O.B.E., Mr. and Mrs. George Dodwell, Mr. A. O. Lang, Mr. and Mrs. Sim, Mr. J. Hooper, Hon. Mr. and Mrs. Lowe and Miss Lowe, Mr. J. Van Rees, Mr. and Mrs. Compton, Mr. F. S. Harrison, Capt. and Mrs. Oliver, Mr. and Mrs. Manning, Mr. and Mrs. Crockatt, Mr. Perkins, Mr. and Mrs. Carroll, Mr. and Mrs. Morgan, Major and Mrs. Timmis, Major and Mrs. Greenaway, Mr. and Mrs. Lander, Mr. and Mrs. Morrison, Mr. E. W. Hamilton, Mr. and Mrs. Carrie, Col. and Mrs. Loring, Mr. M. H. Turner, Mr. C. A. Peel, Mr. G. Miskin, Mr. C. Blaker, Col. and Mrs. Taylor, Col. and Mrs. Humphry, Mr. T. W. Hill, M.C., Mr. E. Davidson, Mr. A. Crew, Mr. and Mrs. Tinson, Major and Mrs. L. G. Bird, Mr. and Mrs. Shaw, Mr. and Mrs. Ormiston, Lieut.-Col. and Mrs. Crosse, Lieut.-Col. Nicholson, C.M.G., D.S.O., Capt. and Mrs. Havelock Davies, Miss Starkey, Mr., Mrs. and Misses Denison, Col. and Mrs. Wyndham, Col., Mrs. and Miss Young, Capt. and Mrs. Carrington, Mrs. and Miss Gurner, Mr. and Mrs. Agassiz, and Lieut. C. Hake, R.N.R.

METEOR FALLS NEAR VILLAGE.

With a roar resembling that of an airplane, a meteor which measured seven and a half inches in diameter fell in the village of Kushiike, Niigata-ken, making a hole more than a yard deep where it struck the ground. The noise of the falling stone raised the curiosity of most of the villagers. The meteor is a gold colour inside and dark brown outside.

THE HARBOUR RACE.

MISS RUBY YOUNG WINS LADIES' CHAMPIONSHIP.

J. R. JOHNSTONE WINS THE MEN'S EVENT.

The annual harbour race, run under the auspices of the Victoria Recreation Club, took place yesterday evening and attracted a large number of spectators who thronged both the starting and finishing points. More than usual interest was centred in the event, owing to the large number of lady competitors, ten in number, who took part, including Mrs. Richmond, the first lady to enter for the event and who finished the course last season. There was also a fair number of Chinese competitors, many of whom finished the course. The surprise of the evening was given by Miss Ruby Young, who came in first in the ladies' championship, doing the distance, well over a mile, in 37min. 10 3-5secs. Mrs. Richmond came in second, being 37 1-5secs. behind the winner and Miss Daisy Witchell was third.

In the Men's Championship J. R. Johnstone proved an easy winner, his time being 23min. 53 1-5secs. Johnstone beat his previous time by 3mins. 6 2-5secs. D. Laing was second, about two minutes or so behind Johnstone and L. G. Frost was third, being thirteen seconds behind.

Practically everyone completed the course, excepting Miss D. May, who gave up just near the finishing point.

LADIES.

The ladies, who received a start of twenty minutes from the men, came in, in the following order:—

1. Miss R. Young (Time: 37mins. 10 3-5secs.).
2. Mrs. Richmond (Time: 37mins. 42secs.).
3. Miss D. Witchell (Time: 42mins.).
4. Miss M. Ramsey (Time: 42mins. 10secs.).
5. Miss A. Wheeler (Time: 48mins. 32secs.).
   Miss Jennings (Time: 48mins. 32secs.).
6. Miss A. Dobinson (Time: 57mins. 16secs.).
7. Miss Enid Cornell (Time: 57mins. 25secs.).
8. Miss V. Young.
   Miss D. May (did not finish the course).

MEN.

The first ten men finished in the following order:—

1. J. R. Johnstone (Time: 23mins. 53 1-5secs.).
2. D. Laing (Time: 26mins. 21secs.).
3. L. G. Frost (Time: 26mins. 34secs.).
4. T. Logan (Time: 26mins. 35secs.).
5. F. M. R. Pereira.
6. H. W. Knight.
7. S. Marca'.
8. J. V. Ramsey.
9. Sung In Tak.
10. G. Razavet.

Others who finished the course were: G. T. May, Bdr. Wood, K. A. Mason, E. W. Railton, A. E. Simmons, I. W. McLead, A. N. Other, G. A. Carvalho, W. G. Ramsey, Leung Shui Tak, Gnr. Keay, Gnr. Court, F. Wheeler, Shek Wing Kwan, Leung Shui Man, Yeung Ping Kwai, Ho Pak Ping, Yup Kin Yung, and Pte. Le Hurey.

D. Lyon did not compete.

NIGHT CARNIVAL.

Following the Harbour Race, a night carnival was held, the proceeds being in aid of the Barnado Homes. The V. R. Club was prettily got up for the occasion with flags, and hunting, and was illuminated by many-coloured electric jets, the Club presenting a picturesque appearance. The events, five in all, included an amusing obstacle race, fancy diving, duck driving competition, a ladies' long plunge and a dog derby. In spite of the inclement weather there was a large number of spectators. At the conclusion of the sports the prizes were presented to the winners and this was followed by a dance in the gymnasium.

The results were as follows:—

LADIES' LONG PLUNGE.—1, Miss B. Jennings; 2, Miss Murphy.

OBSTACLE RACE.—1, W. Taylor; 2, J. V. Ramsey.

MIXED TEAM RACE.—1, Miss B. Jennings, Miss W. Lawson, Miss C. Smith, A. Botelho, R. Y. Frost, and V. Hast.

FANCY DIVING COMPETITION.—1, H. Thompson; 2, G. V. Hall.

LADIES' HIGH DIVE.—1, Miss B. Jennings; 2, Miss A. Wheeler.

DUCK DRIVING COMPETITION.—1, M. A. Carvalho; 2, J. R. Soares.

DOG DERBY.—Cdr. Kilgour's dogs, 1st and 2nd.

JAPANESE CRUISERS TO BE BUILT IN ENGLAND.

British yards will be asked to build seven cruisers of between 7,000 and 8,000 tons, out of the twelve cruisers for the "Eight-eight" Squadron, and Captain Miyazaki, of the Kure Admiralty, will proceed to England to supervise the building, reports the *Japan Gazette*.

SPORT.

BILLIARDS.

GARRISON INTER-MESS TOURNAMENT.

This tournament opened on Tuesday night in the R.G.A. Sergeants' Mess Victoria Barracks, the Artillery team opposing a strong combination from the Garrison Staff Mess. The result was a considerable surprise to all concerned, for it was generally considered that the visitors would win easily; in fact the Garrison Mess has already been mentioned as the probable winners of the league. The visitors, however, found the table very little to their liking and, with luck also against them, only succeeded in winning one game out of the six played. A very pleasant evening was spent and some quite good billiards witnessed.

The scores were as follows:—

R.G.A.		GARR. STAFF MESS.	
R.S.M. Collins	150	Staff-Sgt. Marsh	119
Staff-Sgt. Gillard	150	S. M. Carter	87
Master Gr Thomas	150	Q.M.S. Sunley	147
C.S.M. Pragnell	143	1st Class S.S.M. Stroud	150
C.Q.M.S. Rivers	150	Sgt. Scouler	104
Staff-Sgt. Davis	150	Q.M.S. Partridge	62
	893		669

On the same evening the 83rd Co. R.G.A. Mess team from Lyemun met the Royal Engineers at the latter's Mess winning four games out of the six played.

PALACE HOTEL HANDICAP.

The entrees for the above Handicap close on October 11th and all entrance fees must be paid before the drawing takes place. The first prize a silver cup valued at $150; the 2nd prize a cup presented by Gande, Price & Co.; and the 3rd prize presented by A. S. Watson & Co., will be on view at the Hotel from to-day. The handicapping and draw will take place on the 12th by a committee, and play will commence on the 15th. In the earliest stages two games will be played nightly, commencing at 6 p.m. and 9 p.m.

CRICKET.

INTERPORT TRIAL.

The following teams have been selected for a trial match to be played on the Hongkong Club ground on Saturday next, 9th October, at 2.15 p.m.:—

"A" Team.—W. C. D. Turner (Capt.), Capt. Olliver, Major Edwards, G. R. Sayer, General McNaughton, F. J. de Rome, Lieut. Franks, C. Blaker, A. E. Wood, A. A. Rumjahn, Lieut. Hammond, Col. Bowen, W. D. Wilson.

"B" Team.—R. Hancock, R. E. O. Bird, Capt. Davies, Corpl. Harris, E. Bv Reed, Capt. Spink, J. Stalker, Capt. Gray, T. E. Pearce, Major Bagnall, K. R. Macaskill, J. P. Braga, B. D. Evans.

ATTEMPTED SUICIDE.

CHINESE GIRL JUMPS FROM THIRD-FLOOR.

A 17-year old Chinese girl was charged before Mr. G. N. Orme, at the Magistracy, with attempting to commit suicide on Tuesday by jumping from the third floor of No. 62, Third Street.

It was stated that the defendant was the third wife of a Chinese army officer stationed near Macao, and lived at No. 62, Third Street with the rest of the officer's family. She had a quarrel with the *kit fat* wife's daughter about a ring, and they very nearly came to blows. The defendant was very excited, and suddenly, without any warning, she rushed out to the verandah and jumped over. She had a miraculous escape by landing on the street below on her feet. Excepting for a bad shaking and a few bruises, she was none the worse for her experience, and was able to walk to the station. When she jumped over, the other inmates of the house became alarmed and ran away leaving the door of the house open. In the excitement, some rogues succeeded in entering the house unobserved and stole clothing and property to the value of $275. The girl's husband was expected in Hongkong in the course of the next few days. In the meantime, a relative of the girl had undertaken to look after her until the husband could decide what to do with her. She did not intend to return to live with the rest of the family.

The Magistrate bound the young woman over to be good behaviour for twelve months in the sum of $50.

U.S. ORIENTAL TRADE.

NEW YORK MANUFACTURERS DISCUSS FAR EAST COMMERCE.

NEW YORK, September 16th.

American commercial relations with the Far East was the subject of discussion of a luncheon conference of the American Manufacturers' Export Association, held at the Hotel Pennsylvania yesterday, at which Thomas W. Lamont of J. P. Morgan and Company and P. Whiteham, American trade commissioner to China, were speakers.

Mr. Lamont said that the Orient promised to be the great outlet in the world for American manufactures and enterprises. He advocated a closer study and understanding of the nations and peoples of the Orient. He emphasized that it is necessary to select as representatives of American business in the Far East only first class men, as "they enhance throughout the world the name of America for reconstruction and enterprise."

Mr. Whiteham told of conditions in China and of the needs of American commerce there.—*Japan Advertiser.*

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STYLES FOR AUTUMN.

GARB FOR GIRLS AND MATURE WOMEN

Down down slips the waist line and slimmer and slimmer shrink the hips and busts of the new fall models in London. The backs and fronts are no longer flat, they are concave and a view of some of the most attractive dresses, especially those for evening and sport, leaves the vague impression that the women who must wear these clothes have never had a good round meal in their lives and wouldn't if they could.

There is a distinct effort being made in the famous salons to draw a line between mature women's clothes and those for girls. It is now impossible to tell without looking at her face, whether a woman is young or old. Middle aged women have discovered that this style of dressing enhances all their defects, makes them look much older than they really are, once their faces are disclosed.

The first successful effort in this direction has been in millinery. Autumn hats for flappers are all wide brimmed, very severely trimmed with wide gros grain ribbon or conventional embroidery, and the colours are soft, youthful tints. Hats for women on the other hand are vivid colours and many of the newest are still decorated with glycerined ostrich.

AND NOW THE SNOWBALL TOQUE.

The snowball toque is among the latest fall headgear. The foundation of this close fitting turban is of white tulle made to fit closely to the head, the hair being swathed round the head as flatly as possible. Sewn all over the surface of the crown are tiny snowball petals of fine white kid fixed with a French knot of yellow silk. The only finish to this most becoming toque is a fold of velvet around the hair exactly the colour of the eyes, hazel, gray or blue.

Painted dresses are even more to be used for the winter than they are now. Hand painted velvet is being shown in the very expensive ateliers to be made up into evening and day gowns.

Skirts, for winter are tending toward plain, though a few models are kilted or pressed in knife plaits after they are made. This seems to be the latest development of the fluted skirt and is exceedingly graceful. It is, of course, reminiscent of the old sun rayed skirt, which, in its heyday, measured yards and yards round the hem.

The most expensive and fashionable stockings to-day are of thread, open worked, or with lace or embroidery insets. In the trousseau of a bride whose outfit came over from Paris, there were only two sets of silk stockings, the bridal ones of gauze, and another set flesh-tinted, for dancing. All those for day wear and house wear were of the finest lace thread, woven in fancy stiches or inset with real lace. Each is a work of art, and most of them cost $24 a pair. Silk stockings are now too popular to be really smart, and as they only wear a day they are not worth wasting hand work upon.

ORIENTAL INFLUENCE STRONG.

The influence of the East is more and more noticeable in all evening clothes. Colours that never before have been tolerated in close relation are now used successfully and strange and outlandish jewelry is being exploited, as part of the design of dresses being turned out by a world famous dressmaker who works both in Paris and London. It is rumoured that this departure is because so many of the one-time rich and extravagant are now bereft of jewels and ornaments and that their love of bright stones must somehow be satisfied.

However that may be, it is obviously impossible to wear any real jewels with many of the new clothes as each dress carries its own decoration.

Among the novelties seen at Deauville are rainbow shoes and sandals. It has long been the proper thing to wear tinted slippers with chiffon and organdie day frocks, but sandals and laced slippers of two or three shades are quite the proper thing now. Red heels, too, have kept their place and now bright green, black and yellow heels are almost as much worn. A sort of rayed out pattern of different shades of kid starting under the instep certainly makes the feet look very small and the insteps high and arched. In black and white kid these shoes have been worn all season in Paris, but the coloured ones are even more becoming to most feet as they blend more easily with the rest of the costume.

Gloves remain at prohibitive prices and white is gradually giving way to pale tan and lemon and flesh and even for formal occasions, but these are more expensive than white, so the economy is questionable for of course they do not clean so well.

SAND COLOURED HATS.

The small, turned-off-the-face hat of sand-coloured duvetyn—and there are many of these—are becoming as an informal hat with which to start the new season. They are specially attractive with the new sand-coloured suits with their long, trim coats in redingote effect. Many of these rolling hats are embroidered beneath the brim with ribbonzine. In this way any becoming colour may be introduced next to the face.

HONGKONG KOBE'S MODEL.

COMMITTEE TO STUDY PLAN OF PORT.

Hongkong, says the *Japan Advertiser*, is to be the model of the municipal authorities in Kobe in charge of the city planning scheme. For the purpose of making a thorough investigation of various municipal plants in Hongkong with a view to copying them, if possible, several municipal experts will soon leave Kobe for Hongkong. Although it will require a huge sum to model after Hongkong, it is believed that there are many improvements that Kobe can copy.

The city planning officials of the southern part favour opening a new residential district in Shiogahara near the Futatabi Hill. It is proposed to have a cable car connect the new district and the city, and it is intended to spend about 1,700,000 yen for a tentative plan.

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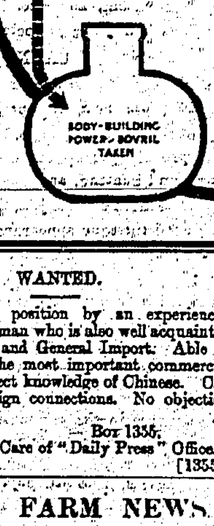

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TOYOHASHI MARU ... Friday, 26th Nov., at 11 a.m
FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

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SADO MARU ... Friday, 29th Oct., at Noon.

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TOMIURA MARU ... Saturday, 9th October.

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HAKODATE MARU ... Saturday, 16th October
TENSHIN MARU ... Wednesday, 20th Oct.
INABA MARU ... Thursday, 21st Oct., at 11 a.m

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RUSSIA'S GOLD STORE.

HOW IT WAS DISPERSED.

In Messrs. Samuel Montagu & Co.'s review of the foreign exchanges there appears an interesting account of Mr. W. J. Novitsky, former Assistant Minister of Finance of the All Russian Government, of how the stock of gold held by Russia when the Tsar was deposed has been dispersed. He relates that in 1914 the gold reserve was over £180,000,000. When war broke out payments for war supplies and coupons on external loans led to shipment of gold abroad. The first shipment to England of £3,000,000 took place in October, 1914. The cruiser Drake and the transport Mantois were kept 30 miles off Archangel, and the gold was transferred on board during the night. Notwithstanding the precaution Germany became aware of the shipment, and the Drake and the Mantois met with mine fields sown by German submarines. The gold reached Liverpool eventually, but the Government refrained from further shipments by this route. Subsequent shipments were conveyed by rail to Vladivostock, and a Japanese cruiser took it to Vancouver, B. C. Further shipments of £40,000,000 and £20,000,000 were later arranged between the two Governments. Shipments were made partly to Japan and partly to Canada. The above shipments accounted for a decrease in the Russian holding of £66,000,000. In October, 1917, about £500,000 was shipped to Stockholm, and is still kept in the Swedish Riksbank. Of the gold that remained in Russia at the time of the Bolshevist upheaval, £120,000,000 half was stored in Samara, and then in Kizan, and the remainder in Moscow and Petrograd. The Soviet Government was forced to ship to Berlin, out of the Moscow funds Roubles 320,000,000, in accordance with the Brest Litovsk Peace Treaty, and the Germans also received gold to the equivalent of 320,000,000 credit roubles. The gold, which represented the first one-third of the Russian contribution, was handed over to the Allies in the autumn of 1918 in accordance with the conditions of the Armistice, and is now stored in the Bank of France.

KOLTCHAK'S GOLD.

When, in July, 1918, the Bolshevists were forced to evacuate Kazan, they had no time to remove the gold, 30,000 poods (£68,000,000), and it was captured from them. In August this gold was transported to Samara, and was stored there until the Assembly left for Ufa, whence the gold was removed. After several adventures this gold reached Omsk. In May, 1919, sales of gold began to cover purchases of military supplies, and gold was shipped to Hongkong in connection with a credit opened by an Anglo-American syndicate. Altogether there was shipped from Omsk 13,234, of which 11,234 poods reached Vladivostock safely. Out of the original deposit of gold in Omsk, on the day of evacuation there remained some £44,000,000. Admiral Koltchak loaded this gold into 40 cars, forming a special train, which, accompanied by an armoured train, left Omsk on 12th November and in the night following. Omsk was occupied on 15th November. At Tatarskaia one train collided and caught fire, and cases and boxes containing gold were lost. After the arrival at Novonikolaievsk, in consequence of difficulties in obtaining locomotives from the Czechs, there was delay in reaching Nijnendinsk, where Admiral Koltchak was forced to leave the gold. The fate of the train is uncertain. The production of gold in Siberia, which was about £9,000,000 in 1914, declined to £4,500,000 in 1916, and, according to information furnished to the Minister of Finance in Omsk the quantity for 1917 was £3,500,000, and in 1918 and 1919 about £2,500,000 each year.

A NEW STAR.

BRISTOL AMATEUR'S DISCOVERY.

Mr. W. F. Denning, a well-known amateur astronomer, of Bristol, discovered on August 20th a new star in the constellation Cygnus. It is an interesting fact that Mr. Denning was one of the individual discoverers of the bright Nova of June, 1918. Ever since then he has been on the alert for meteors and new stars, and his vigilance has been now rewarded.

The Astronomer Royal reports that the new star discovered by Mr. Denning was photographed at Greenwich and was also observed by the Transit Circle. Its position for 1920.0 is R.A. 19 hrs. 56min. 24.63 sec.; declination, 53deg. 24min. 1.1sec. Its magnitude (visual) is 3min. 5sec. Colour pale yellow. Examination of earlier catalogues and photographs shows no star in this position so bright as 13.0 magnitude. There are, however, many fainter stars in this neighbourhood, and careful measurements of earlier photographs will be required before it is possible to say whether the star is or is not identical with one of these.

MR. DENNING'S ACCOUNT.

In the course of his statement to a Correspondent, Mr. Denning remarked that since the discovery of 1918 he had continued watching for meteors, which was his special field of work, and had constantly run his eye over constellations with a view to detecting a new star should it appear. He proceeded:—

On Friday night I went out to observe at 9.20, Greenwich mean time, and in a few minutes detected a star in the Northern region of Cygnus which I could not remember to have seen before, and which I had not noticed on the previous night. Having become very familiar with the configuration of the great proportion of "naked eye stars," I decided that the object alluded to must be a stranger and probably a new star. On consulting my catalogues and star atlases I quite failed to identify the object, and therefore concluded that it was a new star.

On Saturday night it was impossible to say whether the star was really brightening or fading, for on the night of its discovery clouds came over the sky and prevented my watching it through the morning hours. When I first observed it the object was within a few degrees of zenith, and its position in Cygnus shows it to be in the Milky Way, where nearly all the new stars of past years have appeared.

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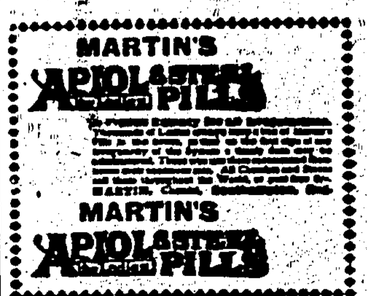

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STRAITS & CALCUTTA	"CHAKSANG"	Fri.,	8th Oct.,	3 p.m.
KOBE	"LAISANG"	Fri.,	8th Oct.,	3 p.m
HAIPHONG via HOIHOW	"TAKSANG"	Sat.,	9th Oct.,	8 a.m
STRAITS & JAVA	"CHUNSANG"	Sun.,	10th Oct.,	Night
TIENTSIN	"CHIPSHING"	Sun.,	10th Oct.,	Night
SHANGHAI	"KWONGSANG"	Tues.,	12th Oct.,	Night
SANDAKAN	"HINSANG"	Tues.,	12th Oct.,	Noon.
MANILA	"LOONGSANG"	Fri.,	15th Oct.,	3 p.m.

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MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesseltoe, Labuan, Tawao and Lahad Datu.

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Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	22nd Oct.	GENOA & LONDON.
"GLENIFFER"	3rd Nov.	GENOA, LONDON & ROTTERDAM.

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No. 8, BURD, KOBE.

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SHIPPING NEWS

ARRIVALS

October 5th.

Jason, British str., 7,800 tons, Captain Baltons, from Manila, with a general cargo.—B. & S.

Rupara, British str., 786 tons, Captain Copeland, from Singapore, with a general cargo.—Nemazee.

Shun Cheong, Chinese str., 235 tons, Capt. Leung San Kong, from Kwong Chow Wan, with a general cargo.—Wai Yee.

St. Albans, British str., 2,538 tons, Captain Smith, from Kobe, with a general cargo.—M. M. & Co.

October 6th.

Hailoong, British str., Capt. Thomson, from Foochow, with a general cargo.—Douglas Lapraik & Co.

Hang Sang, British str., 1,356 tons, Capt. Holmwood, from Canton, with a general cargo.—J. M. & Co.

Hock Lee, Portuguese str., 233 tons, Capt. Guerreiro, from Swatow, with a general cargo.—Man Wing.

Hydrangea, British str., 561 tons, Capt. Drummond, from Swatow, with a general cargo.—Chia On S.S. Co.

Kaijo Maru, Japanese str., 1,200 tons, Capt. Rimura, from Keelung, with a general cargo.—O.S.K.

Kaiwo Maru, Japanese str., 1,283 tons, Capt. Yoshizaki, from Moji, with a cargo of coal.—Furukawa.

Laisang, British str., 2,225 tons, Captain Mooney, from Calcutta, with a general cargo.—J. M. & Co.

Sunning, British str., 1,756 tons, Captain Wavell, from Canton, with a general cargo.—B. & S.

Tean, British str., 1,350 tons, Capt. McDonald, from Shanghai, with a general cargo.—B. & S.

Uju Maru, Japanese str., 1,517 tons, Capt. Karosa, from Hongay, with a cargo of coal.—J. M. & Co.

PASSENGERS.

DEPARTURES.

Per s.s. *Colombia*, on October 5th:—Mr. R. Appel, Mr. and Mrs. E. Abraham, Mrs. L. Anderson, Mr. D. L. Blanton, Mrs. J. Bertolone, Master L. Bertolone, Miss E. Best, Mr. and Mrs. F. Barks, Mr. and Mrs. A. Barretto, Mr. G. A. Bona, Mr. Jose Briano, Mr. E. F. Berry, Mr. J. Belbourgo, Major J. A. Crock, Mrs. E. Collier, Mr. A. C. Carrasco, Mr. E. P. Chandler, Mrs. A. Coates, Mr. O. Casseco, Mr. A. Conrad, Mrs. G. W. Drollette, Mrs. J. J. Edwards, Miss W. Elliot, Miss M. Engstrom, Mr. W. Ford, Lieut.-Col. M. Greer, Mr. E. J. Grist, Mrs. F. J. Hobson, Miss R. Huston, Mr. and Mrs. H. Haines, Mr. Dean J. Hanscom, Mr. and Mrs. I. L. De Jongh, Mr. H. Lopes, Mr. P. M. Luco, Mrs. J. C. Logan, Mr. G. Lerrigo, Miss A. Morrison, Mr. J. Manners, Mr. T. Manning, Mrs. M. Mattinson, Mrs. B. Miller, Mr. and Mrs. H. Molden, Mr. E. Molino, Mr. R. W. Munk, Miss E. McPherson, Mr. H. Nolasco, Mr. J. Orme, Mr. M. Oda, Mr. R. Powrie, Mr. R. H. Ritter, Mr. D. R. Samaniyo Roig, Mr. and Mrs. Remillard, Miss A. Radomski, Dr. and Mrs. C. A. Swan, Mrs. J. M. Swan, Mr. J. E. Searer, Mr. H. A. Stringfellow, Mr. C. A. Scott, Miss Savalli, Mr. J. Oram Sheppard, Mr. H. J. Timmerman, Mr. J. H. Underwood, Mr. and Mrs. A. Van der Elst, Mr. R. Wortman, Capt. A. Wynyard-Wright, Mr. C. A. Wagner, Mr. R. J. Weir, Mr. and Mrs. K. E. Wilkens, and Mr. Thos. McAran.

SHIPPING MOVEMENT.

The N.Y.K. s.s. *Morioka Maru* (New York line) left Moji for this port on Oct. 6th, and is expected here on Oct. 11th.

VESSELS EXPECTED.

Aki Maru (Australian line), due October 15th.
Empress of Russia, due October 16th.
Eurypylus (Blue Funnel line), from Shanghai, due October 7th.
Hakodate Maru (Calcutta line), due Oct. 15th.
Kamakura Maru (Liverpool line), due October 9th.
Inaba Maru, from London, due October 20th.
Kamo Maru (European line), due October 28th.
Kamakura Maru (Liverpool line), due October 9th.
Monteagle, due about October 15th.
Tenshin Maru (Bombay line), due October 19th.
Tomiura Maru (Calcutta line) from Kobe, due October 8th
Tsuruga Maru (Hamburg line), due November 6th.
Yetorofu Maru (Bombay line), from Osaka, due October 8th.

WEATHER REPORT.

October 5th, at 20.27.—Warning to Hongkong:—A typhoon or depression within 60 miles of Lat. 18 deg. N., Long. 113 deg. E., moving W.

October 6th, at 11.28.—Warning to Hongkong:—A typhoon or depression in Lat. 18 deg. N., Long. 113 deg. E., stationary or very slow.

October 6th, at 11.28.—No returns from Japanese stations.

Pressure has decreased slightly at Vladivostock and Weihaiwei, and increased slightly elsewhere; the anti-cyclone remains stationary. The depression which formed in the China Sea yesterday has not yet shown signs of movement; it will probably fill up.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.75 inch. Total since January 1st, 84.70 inches against an average of 77.40 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	E. and N.E. winds, fresh; cloudy, showery
Formosa Channel	N. and N.E. winds, fresh.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 6TH, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	30.03	46	—	E	1	b
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	30.03	56	87	S	1	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.00	61	89	N	1	r
Gutzlaff	"	30.01	63	67	NNE	1	o
Sharp Peak	7 a.	29.91	72	93	NNW	2	o
Amoy	6 a.	29.88	77	88	—	0	o
Swatow	"	—	—	—	—	—	—
Taihoku	"	29.85	75	91	E	4	b
Taichu	"	29.85	72	—	SE	1	o
Tainan	"	29.84	73	—	—	0	b
Koshun	"	29.84	77	—	ENE	2	b
Pescadores	"	29.85	79	—	NNW	4	b
Canton	"	—	—	—	—	—	—
Hongkong	"	29.78	78	84	NE	2	op
Gap Rock	"	—	—	—	—	—	—
Macao	"	—	—	—	—	—	—
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.85	75	94	NE	2	b
Tourane	"	29.80	77	—	W	2	b
Cape S. James	"	29.85	73	—	SW	2	o
Aparri	6 a.	29.80	73	94	—	0	b
Dagupan	"	—	—	—	—	—	—
Manila	"	29.81	75	94	NE	1	o
Legaspi	"	29.79	75	94	—	0	o
Tacloban	"	29.78	77	96	NW	1	o
Iloilo	"	29.78	77	96	NE	2	o
Surigao	"	—	—	—	—	—	—
Guam	4 p.	29.75	—	—	ENE	2	o
Labuan	8 a.	29.80	80	91	E	4	o

C. W. JEFFRIES, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, t tenths and hundreds.

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply to	To Be Despatched
BOSTON & NEW YORK via PANAMA CANAL	Celtic Prince	Brit.	Shewan, Tomes & Co.	About 18th inst.
NEW YORK via SUEZ	Morioka Maru	Jap	Nippon Yusen Kaisha	On 13th inst.
NEW YORK & BOSTON via SUEZ CANAL	Muncaster Castle	Brit.	Dodwell & Co., Ltd.	Middle of Nov.
NEW YORK via SUEZ	General Church	Brit.	The Bank Line, Limited	On 10th Nov.
NEW YORK via PANAMA	Tydeus	Brit.	The Bank Line, Ltd.	On 24th Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Siberia Maru	Jap	Toyo Kisen Kaisha	On 12th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 26th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 31st inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Nile	Am.	China Mail S.S. Co., Ltd.	On 6th Nov.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c.	Iconium	Am.	The Admiral Line Pacific S.S. Co.	About 13th inst.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Tajima Maru	Jap.	Nippon Yusen Kaisha	On 14th inst. at 11 A.M.
VANCOUVER via SHANGHAI & JAPAN, &c.	Nile	Am.	Frank Waterhouse & Co.	About 15th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 21st inst.
VICTORIA, SEATTLE & VANCOUVER	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 26th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Teucer	Brit.	Butterfield & Swire	On 20th inst.
MARSEILLES & LONDON via HAIPHONG, SAIGON, SPORE &c.	Manila Maru	Jap.	Osaka Shosen Kaisha	On 15th inst.
MARSEILLES via HAIPHONG, SAIGON, SPORE &c.	Nankin	Brit.	P. & O.-B. I. & A. L.	About 10th inst.
HAVRE, ROTTERDAM & LIVERPOOL	Armand Behic	Fren.	Messageries Maritimes	About 10th inst.
GENOA & LONDON	Eurypylus	Brit.	Butterfield & Swire	On 9th inst.
GENOA, MARSEILLES, GLASGOW & LIVERPOOL	Pembrokeshire	Brit.	Jardine, Matheson & Co., Ltd	About 22nd inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Titan	Brit.	Butterfield & Swire	On 11th inst.
LONDON, AMSTERDAM & HAMBURG	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at Noon.
LONDON, ANTWERP & ROTTERDAM &c.	Helenus	Brit.	Butterfield & Swire	On 9th inst.
LONDON, AMSTERDAM & HAMBURG	Argun Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Keemun	Brit.	Butterfield & Swire	On 17th inst.
AMSTERDAM & HAMBURG	Dakar Maru	Jap.	Nippon Yusen Kaisha	On 16th inst.
BOMBAY & COLOMBO via SINGAPORE	Baarn	Jap.	Java-China-Japan-Lijn	On 15th inst.
BOMBAY & COLOMBO	Yetorofu Maru	Jap.	Nippon Yusen Kaisha	On 8th inst.
BOMBAY via STRAITS & COLOMBO	Saigon Maru	Jap.	Osaka Shosen Kaisha	On 10th inst.
STRAITS & CALCUTTA	Dunera	Brit.	P. & O.-B. I. & A. L.	About 15th inst.
SINGAPORE, PENANG, CEBU, BRINDISI, VENICE, &c.	Chaksang	Brit.	Jardines, Matheson & Co., Ltd.	On 8th inst., at 3 P.M.
SANDAKAN	Africa	Brit.	Dodwell & Co., Ltd.	About 7th Nov.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 13th inst., at Noon.
CALCUTTA via STRAITS & RANGOON	Tomiura Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
LOS ANGELES & CALIFORNIA, U.S.A.	Gregory Apcar	Brit.	P. & O.-B. I. & A. L.	About 13th inst.
SOUTH AMERICAN PORTS via CAPE	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 13th inst.
AUSTRALIAN PORTS	Tosa Maru	Jap.	Nippon Yusen Kaisha	On 17th inst.
AUSTRALIAN PORTS via MANILA	St. Albans	Brit.	P. & O.-B. I. & A. L.	On 7th inst., at Noon.
AUSTRALIAN PORTS via MANILA	Victoria	Chi.	The China & Australia S.S. Co.	On 9th inst.
AUSTRALIAN PORTS	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., at 11 A.M.
BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Taiyuan	Brit.	Butterfield & Swire	On 21st inst.
VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO &	Canada Maru	Jap	Osaka Shosen Kaisha	On 2nd Nov.
KOBE	Seiyo Maru	Jap.	Toyo Kisen Kaisha	On 9th Nov.
JAPAN	Laisang	Brit	Jardine, Matheson & Co., Ltd.	On 8th inst., at 3 P.M.
JAPAN PORTS	Hokuto Maru	Brit	Dodwell & Co., Ltd.	About 19th inst.
NAGASAKI, KOBE & YOKOHAMA	Havana Maru	Jap.	Osaka Shosen Kaisha	On 25th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	Aki Maru	Jap	Nippon Yusen Kaisha	On 16th inst., at 11 A.M.
SHANGHAI & TSINGTAU via SWATOW	Huichow	Brit.	Butterfield & Swire	On 7th inst., at 4 P.M.
SHANGHAI	Hangsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	Sunning	Brit.	Butterfield & Swire	On 7th inst., at Noon.
SHANGHAI & TSINGTAO	Portnus	Fren.	Messageries Maritime	About 8th inst.
SHANGHAI, KOBE & YOKOHAMA	Tean	Brit.	Butterfield & Swire	On 9th inst., at Noon.
SHANGHAI & JAPAN	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
SHANGHAI	Novara	Brit	P. & O.-B. I. & A. L.	About 13th inst.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 14th inst., at Noon.
SHANGHAI	Feraia	Brit.	Dodwell & Co., Ltd.	On 5th Nov.
AMOY, SHANGHAI & PUKOW	Shantung	Brit.	Butterfield & Swire	On 12th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	Hailoong	Brit	Douglas Lapraik & Co.	On 9th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 12th inst., at 2 P.M.
SWATOW & BANGKOK	Chinhua	Brit.	Butterfield & Swire	On 12th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 15th inst., at 2 P.M.
HAIPHONG via HOIHOW	Taksang	Brit.	Jardine, Matheson & Co., Ltd	On 9th inst., at 8 A.M.
HOIHOW, PAKHOI & HAIPHONG	Kaifong	Brit.	Butterfield & Swire	On 14th inst., at 9 A.M.
KEELUNG via SWATOW & AMOY	Kaijo Maru	Jap.	Osaka Shosen Kaisha	On 10th inst.
TAKAO via SWATOW & AMOY	Noshu Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd	On 15th inst., at 3 P.M.
JAVA	Tjibodas	Dut.	Java-China-Japan Lijn	About 19th inst.
JAVA	Samarang Maru	Brit.	Dowell & Co., Ltd.	About 11th inst.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"TYDEUS" ... via Panama ... 24th Nov.
• "CITY OF AGRA" ... via Suez ... 3rd Dec
• "ROMEO" ... via Suez ... 20th Dec.
• calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. OR THE BANK LINE, LTD., HONGKONG. REISS & CO., CANTON.

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WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE—TACOMA—VICTORIA—VANCOUVER

via Kobe and Yokohama,

"NILE" ... 15th October.

Further sailings to be announced later. Through Bills of Ladings issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,
1st Floor, Hotel Mansions Telephone 3507.

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THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

M.S. "PANAMA"

will be loading about the **Middle of October** for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates.

For space and particulars please apply to—

THORESEN & CO.,
AGENTS.

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C P O S

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (•Moji) Kobe & Yokohama

Steamer	From Hongkong	Due Vancouver
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
• MONTAGUE	Oct. 26	Nov. 18
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
• MONTE GIE	Dec. 31	Jan. 24
EMPRESS OF ASIA	Jan. 13	Jan. 31
EMPRESS OF JAPAN	Jan. 19	Feb. 9
EMPRESS OF RUSSIA	Feb. 10	Feb. 28
EMPRESS OF JAPAN	Mar. 15	Apr. 5
EMPRESS OF ASIA	Mar. 31	Apr. 18

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to

HONGKONG OFFICE.

Telephone 752 Cable address: GACANPAC.

CANADIAN PACIFIC OCEAN SERVICES.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" October 9th.
"HWAH PING" November 8th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
112, Connaught Road Central.

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

FOR BOSTON & NEW YORK

CELTIC PRINCE ... via PANAMA CANAL ... on or about 18th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners option

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,
Agents.

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NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of Cargo by Her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct., 9th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct., 9th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.
Agents.

Hongkong, October 2nd, 1920. 1575

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"CHAKSANG"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 9th Oct., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, October 4th, 1920. [1579

NOTICE TO CONSIGNEES.

The Steamship "AFRICA."

FROM TRIESTE, VENICE, PORT SAID, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected

Bills of Lading will be countersigned by

DODWELL & Co., LTD.
Agents.

Hongkong, October 4th, 1920 1580

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"HELENUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after October 5th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after Oct. 11th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Oct. 25th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 5th, 1920. [1539

HONGKONG TIDE TABLE.

From 7th to October 13th, 1920.

Days of Week or	Days of Month	High Water H'kong Standard Time.	High Water Height	Low Water H'kong Standard Time.	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Thur.	7	m 4 55	6 9	0 18 a	2 2
		7 9 a	5 4	11 54 a	4 4
Fri.	8	m 6 16	6 9		
		7 43 a	5 7	1 7 a	2 2
Satur	9	m 7 19	6 9	m 1 2	3 8
		8 0 a	5 1	1 45 a	2 3
Sun.	10	m 8 14	6 9	m 1 52	3 2
		8 36 a	6 5	2 18 a	2 5
Mon.	11	m 9 5	6 8	m 2 36	2 7
		9 1 a	6 8	2 48 a	2 7
Tues.	12	m 9 54	6 5	m 3 16	2 3
		9 27 a	7 1	3 17 a	2 0
Wed.	13	m 10 42	6 2	m 3 56	3 1
		9 51 a	7 3	3 45 a	3 2

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "GENERAL CHURCH" ... ... 10th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

LONDON	"MATOPPO"	15th Oct.
LONDON	"CITY OF NAPLES" ...	15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co., CANTON.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer		To Sail	
SHANGHAI	"SUNNING" ...	On	7th Oct.,	Noon.
AMOY & SINGAPORE ...	"LIANGCHOW" ...	On	7th Oct.,	4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"HUICHOW" ...	On	7th Oct.,	4 P.M.
SWATOW and SINGAPORE ...	"LINAN" ...	On	9th Oct.,	Noon.
SHANGHAI & TSINGTAO ...	"TEAN" ...	On	9th Oct.,	Noon.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG" ...	On	10th Oct.,	9 A.M.
SWATOW & BANGKOK ...	"CHINBUA" ...	On	12th Oct.,	10 A.M.
AMOY, SHANGHAI & PUKOW ...	"SHANTUNG" ...	On	12th Oct.,	4 P.M.
SHANGHAI	"SINKIANG" ...	On	14th Oct.,	Noon.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 38.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAILOONG"	Capt. J. S. Thomson	FRIDAY,	8th Oct., at 2 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	12th Oct., at 2 P.M.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	15th Oct., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 10th.	S.S. VINITA	Oct. 12th.
S.S. WEST HIXTON ...	Nov. 1st.	S.S. WEST HIXTON ...	Nov. 4th
S.S. WEST MONTOP...	Dec. 1st.	S.S. WEST MONTOP...	Dec. 1st.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif
Branch Office:—Kobe, Shanghai, Manila, Singapore.

Hongkong Office:—Prince Buildings, Chater Rd Tel. No. 1062.

CHAS. F. RICHARDSON
General Agent for South China

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P. & O. - BRITISH INDIA. APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NANKIN"	6,900	10th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	15th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	8,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	8,900	12th Nov.	Marseilles, London & Antwerp
"NELLORE"	6,853	26th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,702	31st Dec.	do.
"PLASSY"	7,346	21st Jan. 1921	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR"	4,600	13th Oct.	Calcutta via S'pore, Pang & R.

EASTERN & AUSTRALIAN SAILINGS (South)

† "ST. ALBANS"	4,500	7th Oct. Noon.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN" † Omits Sandakan	4,000	1st Nov.	

SAILINGS TO SHANGHAI & JAPAN

"NOVARA"	6,900	13th Oct.	Shanghai & Japan.
"EASTERN"	4,000	14th Oct.	Japan direct.
"TAKADA"	7,000	21st Oct.	Shanghai & Japan.
"NELLORE"	6,900	24th Oct.	Shanghai & Japan.
"DILWARA"	5,400	30th Oct.	Shanghai Only

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable so be cancelled or altered without notice

Parcels Measuring not more than 24ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG Agents

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
ARGUN MARU ... ... Saturday, 16th Oct

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.
"CANADA MARU" (Taking Passengers) ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"SAIGON MARU" ... ... Sunday, 10th Oct.
"BURMA MARU" ... ... Saturday, 16th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" (Taking Passengers) ... Tuesday, 12th Oct.
"MANILA MARU" (do.) Friday, 15th Oct.
† Omits Manila

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAGUE MARU" ... ... Sunday, 31st Oct.

NEW ORLEANS LINE.
"SUMATRA MARU" ... ... Monday, 8th Nov.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"HAVANA MARU" ... ... Monday, 25th Oct.
* Omit Yokkaichi Call Shanghai

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"KAIJU MARU" ... ... Sunday, 10th Oct.

TAKAO VIA SWATOW & AMOY.
"SOSHU MARU" ... ... Saturday, 16th Oct

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745. [31

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	16th Oct.	21st Oct.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	...Oct. 12th.
TENYO MARU	22,000	...Oct. 28th.
SHINYO MARU	22,000	...Nov. 23rd.
PERSIA MARU	9,000	...Dec. 2nd.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
TOKUYO MARU (Cargo only)	... ...	Dec. 9th.
KIYO MARU	17,200	Jan. 10th, 1921.

For full information regarding passengers, freight an sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD. [35

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

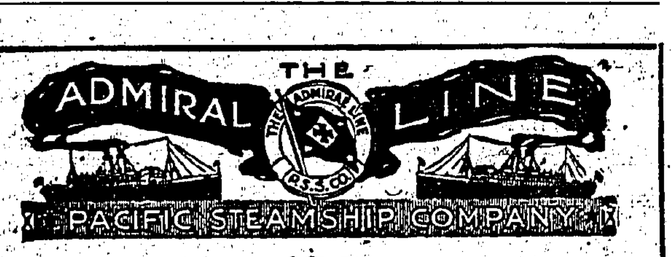
Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... ...10,000 ...	On or about 8th Oct
	"CORDILLERE"... — ...	On or about 22nd Oct
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ PORT-SAID ...	"ARMAND BEHIC" 10,000 ...	On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER
Acting Agent,
Queen's Building.

TELEPHONE 740.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER
(Calling at Shanghai and Kobe).

"ICONIUM"	About	Oct.	12th
"ELDRIDGE"	About	Oct.	19th.
"WHEATLAND"	About	Nov.	17th.

For PORTLAND direct.
(Calling at Kobe and Yokohama).

"ABERCOS"	About	Oct.	23rd.

For SEATTLE.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478 Fifth Floor, HOTEL MANSIONS.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL
FOR SAN FRANCISCO.

HONGKONG—CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana Cuba, and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions.
Cable Address "SOLANO."

Telephone 141.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due.
Saigon	*Porthos* ...	7th Oct.
Shanghai	*Shantung* ...	8th Oct.
Japan	*Yokogawa Maru* ...	8th Oct.
Japan	*Tomiura Maru* ...	8th Oct.
Europe (via Negapatam)	*Kamakura Maru* ...	9th Oct.
Manila and Australia	*Aki Maru* ...	13th Oct.
Straits and Calcutta	*Hakodate Maru* ...	15th Oct.

OUTWARD MAILS.

For	Per	Date
Shanghai and North China	*Sunning* ...	Thursday, 7th, 10.00 A M
Australia and New Zealand via Thursday Is.	*St. Albans*	Thursday, 7th, Registration ... 9.45 A M; Letters ... 10.20 A M
Amoy and *Straits	*Liangchow* ...	Thursday, 7th, 2.00 P M
Weihaiwei, Chefoo and Tientsin ...	*Huichow* ...	Thursday, 7th, 3.00 P M
Swatow	*Hydrangea* ...	Thursday, 7th, 4.00 P M
Philippine Islands	*City of Dunkirk* ...	Thursday, 7th, 5.00 P M
*Swatow, *Shanghai, and *North China	*Hangzang*	Thursday, 7th, 5.00 P M
Shanghai, N. China and Japan via Kobe ...	*Porthos* ...	Friday, 8th, 9.00 A M
Hoihow and Haiphong	*Haiman* ...	Friday, 8th, 9.00 A M
Swatow, Amoy and Foochow	*Hai Loong* ...	Friday, 8th, 1.00 P M
Japan via Kobe	*Laisang* ...	Friday, 8th, 2.00 P M
Straits, Bangkok, Calcutta and Aden ...	*Chaksang* ...	Friday, 8th, 2.00 P M
Hoihow and Haiphong	*Takasho* ...	Friday, 8th, 5.00 P M
Philippine Is., Sandakan, Australia and New Zealand, via Thursday Is. ...	*Victoria* ...	Friday, 8th, Registration 5.00 P M; Letters 5.30 P M
Shanghai and North China	*Tean* ...	Saturday, 9th, 10.00 A M
Swatow and *Straits	*Lhasa* ...	Saturday, 9th, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and *EUROPE via SUEZ ... ... The Parcel Mail will be closed on Friday, 8th Oct., at 5 p.m.	*Helenus* ...	Saturday, 9th, Registration 9.45 A M; Letters ... 10.30 A M
Hoihow, Pakhoi and Haiphong ...	*Kaifong* ...	Saturday, 9th, 5.00 P M
Tientsin	*Chipshing* ...	Saturday, 9th, 5.00 P M
Straits and Pangkok	*Chowsang* ...	Saturday, 9th, 5.00 P M
Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSEILLES ...	*Ormond Behie*	Sunday, 10th, Registration 9.00 A M; Letters ... 9.00 A M
Swatow, Amoy & Formosa via Keelung	*Kaijo Maru* ...	Sunday, 10th, 9.00 A M
*Shanghai and *North China ...	*Kwongsang* ...	Monday, 11th, 9.00 A M
*Shanghai, *North China, *Japan via Nagasaki, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA ...	*Arizona Maru*	Tuesday, 12th, Registration 8.00 A M; Letters ... 8.00 A M
*Swatow *Bangkok	*Chinhua* ...	Tuesday, 12th, 9.00 A M
Shanghai, North China, Japan, via Nagasaki, Honolulu, Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO	*Siberia Maru* ...	Tuesday, 12th, Registration 9.45 A M; Letters ... 10.30 A M
Sandakan	*Hinsang* ...	Tuesday, 12th, 11.00 A M
Swatow Amoy and Foochow	*Haicheng* ...	Tuesday, 12th, 1.00 P M
Amoy *Shanghai and *North China ...	*Shantung* ...	Tuesday, 12th, 3.00 P M
Philippine Islands, Japan via Moji, Canada, United States, Central and South America and *EUROPE via VICTORIA, B.C.	*Tajima Maru*	Thursday, 14th, Registration 8.45 A M; Letters ... 9.30 A M
Shanghai, and North China	*Sinkiang* ...	Thursday, 14th, 11.00 A M
Swatow, Amoy and Foochow	*Haihong* ...	Friday, 15th, 1.00 P M
Japan via Nagasaki	*Aki Maru* ...	Saturday, 16th, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Mishima Maru*	Monday, 18th, Registration 9.45 A M; Letters ... 10.30 A M
Philippine Islands, Australia and New Zealand, via Thursday Island ...	*Nikko Maru*	Wednesday, 20th, Registration ... 8.45 A M; Letters ... 9.30 A M
Shanghai, N. China, and Japan via Kobe ...	*Inaba Maru* ...	Thursday, 21st, 10.00 A M
Shanghai, N. China, and Japan via Kobe ...	*Kamo Maru* ...	Friday, 22nd, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marquis, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Kado Maru*	Friday, 29th, Registration 9.45 A M; Letters ... 10.30 A M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

"HELENUS"	9TH OCT.	London & Rotterdam.
"KEEMUN"	12TH OCT.	London, Amsterdam & Hamburg.
"TEIRESIAS"	18TH OCT.	London, Amsterdam & Antwerp.
"ELPENOR"	16TH NOV.	London, Rotterdam & Antwerp.
"ATREUS"	23RD NOV.	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"EURYPYLUS"	9TH OCT.	Havre, Rotterdam & Liverpool.
"TITAN"	11TH OCT.	Genoa, Ms'lles, L'pool & Glasgow
"PELEUS"	26TH OCT.	Genoa, Liverpool & Glasgow.
"TELAMON"	2ND NOV.	Liverpool

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TEUCER"	20TH OCT.	Victoria, Seattle & Vancouver.
"IXION"	16TH NOV.	
"TALTHYBIUS"	7TH DEC.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"TYDEUS"	24TH NOV.	via Panama.

HOMEWARD PASSENGER SERVICE

"STENTOR"	13TH OCT.	for London direct.
"TEIRESIAS"	18TH OCT.	for London direct.
"IDOMENEUS"	3RD NOV.	for Liverpool via Marseilles.
"PYRRHUS"	21ST DEC.	for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1241]

COMMERCIAL.

OPENING QUOTATIONS.

October 6th.

ON LONDON.—
Telegraphic Transfer ... 4/1
Bank Bills, on demand ... 4/1
Bank Bills, at 30 days sight ... 4/1
Bank Bills, at 4 months' sight ... 4/1
Credits, at 4 months' sight ... 4/3
Documentary Bills, 4 months' sight 4/3
ON PARIS.
Bank Bills, on demand ... —
Credits, 4 months' sight ... 1130
ON NEW YORK.—
Bank Bills on demand ... nom.
Credits, at 60 days' sight ... 74
ON BOMBAY.—
Telegraphic Transfer ... nom.
Bank Bills, on demand ... nom.
ON CALCUTTA.—
Telegraphic Transfer ... nom
Bank Bills, on demand ... nom.
ON SHANGHAI.—
Bank Bills, at sight ... nom
Private, 30 days' sight ... nom
ON YOKOHAMA.—On demand ... 139
ON MANILA.—On demand—Pesos ... 165 m.
ON SINGAPORE.—On demand ... 176
ON BATAVIA.—On demand ... 220
ON HAIPHONG.—On demand ... nom
ON SAIGON.—On demand ... nom.
ON BANGKOK.—On demand ... 51
SOVEREIGNS, Bank's buying rate ... $ 4.80 n.
GOLD LEAF 100 fine, per tael ... $38.40
BAR SILVER per oz ... —

Per cent.

Hongkong ...20 cents piece ... $0.00 Premium
Hongkong 10 " ... 0.25 "
Canton ...20 " ... 13.25 Discount
Canton ...10 " ... 0.00 "

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
The Hon. Mr. E. V. D. PARR—Chairman.
A. M. COMPTON, Esq.—Deputy Chairman.
G. M. Dodwell, Esq. | Hon. Mr. J. Johnston
G. T. M. Edkins, Esq. | A. O. Lang, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.
Hongkong, May 18th, 1920. 6

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... ... Yen 60,000,000
Capital (Paid-up) ... ... " 45,000,000
Reserve Funds ... ... " 9,680,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tookyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan Shinchiku, Taichu, Tainan, Takow Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.
HONGKONG BRANCH,
3, Des Vœux Road, Central.
Hongkong, September 1st, 1920. [43

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital £2,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,050,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bhara Port Louis (Mauritius).

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.
7, Queen's Road Central,
Hongkong, June 30th, 1920. [44

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid up Capital ... ... Frs. 68,400,000.00
Reserves Funds ... ... Frs. 89,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS.
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.
Hongkong, August 2nd, 1919. [76

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP ... ... F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... ... F. 50,000,000

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS,
Manager.
Hongkong, August 17th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP-CAPITAL $2,000,000.00
RESERVE-FUND 200,000.00

DIRECTORS:
Mr. POON WAI TING, Chairman.

Mr. Chow Shou Son.	Mr. Kan Ying Po.
Mr. Li Koon Chun.	Mr. Mok Ching Kong.
Mr. Fung Ping Shan.	Mr. Wong Yun Tong.
Mr. P. K. Kwok.	Mr. Chan Ching Shek.
Mr. Ng Chang Luk.	

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.
Hongkong, October 1st, 1920. [109

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

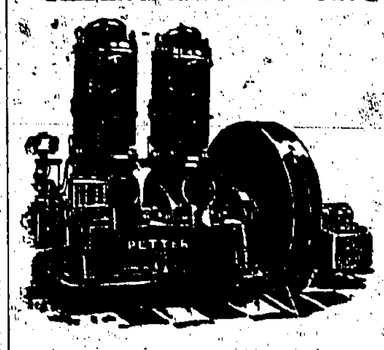
Head Office:—6, Des Vœux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LEE,
Manager.
Hongkong, July 7th, 1919. 89

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—
RELIABILITY—
ECONOMY
A STANDARD SERIES.

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE

10 TO 450 B.H.P.

For further particulars apply to—

WM. C JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG.
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[20

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched

TO SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,
Telephone No. 1574. Agents.

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital $4,000,000
Surplus $1,100,000

HEAD OFFICE:
NEW YORK, U.S.A.

BRANCHES:

SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
	PEKING	

All Descriptions of banking business transacted.
Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

1131] N. E. MULLEN,
Acting Manager.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital £2,000,000
Reserve Fund £3,000,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.
Hongkong, March 27th, 1920. [52

THE BANK OF CHINA
中國銀行
(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorised Capital ... $80,000,000.00
Paid-up Capital ... 13,279,500.00
Reserve Funds ... 2,197,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub branches all over China and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd
New York Bankers:—Irving Trust Company

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
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For 12 months ... 5% per annum

TSUYEE LEI,
Manager.
Hongkong, February 6th, 1920. 6

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INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, November 2nd, 1919. 9

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